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# THE BEARINGS

Vol VIII  
No 2

THE CYCLING AUTHORITY OF AMERICA

....CHICAGO, AUGUST 1<sup>st</sup>, 1893....

## HARD TIMES!



Many of the manufacturers of light-weight bicycles are now compelled to enlarge their repair shops, which the trade journals report as follows: "The Litewate & Faultey Company are building an extensive addition to their factory, and expect to double their pay roll this fall."

The UNION CYCLE MFG. CO. can barely find work for **two mechanics** in their **repair department**. What better testimonial to the strength and durability of UNION bicycles can be asked than this?

### A \$150 Union P. D. Q. is a Bargain

because repairs will cost you **next to nothing**. Remember this and do not let a low-priced wheel tempt you from your better judgment.

Union Cycle Mfg. Co.

Boston. Springfield.  
Philadelphia. Chicago.

Highlandville, Mass.

SEND FOR CATALOGUE.

MENTION THE BEARINGS



# DO NOT FAIL

To Examine the STERLING in Detail.

IT HAS NO SUPERIOR IN QUALITY AND  
WORKMANSHIP.

CORRUGATED HUB.

DIRECT TANGENT SPOKES.

10 3-4 IN. HEAD.

6 5-8 IN. TREAD.

SPECIAL HOLLOW RIMS.

REINFORCED FRAME.

STOKES SPECIAL SADDLE.

CONVERTIBLE PEDALS.



WE MANUFACTURE THE BEST

## REPAIR OUTFIT

in the country. It contains twice the amount of material furnished in any other. The case is soft black leather, fits the pocket nicely, and makes an excellent cyclists' pocket-book after the repair kit is used up. In fact, the case alone is worth the price charged.

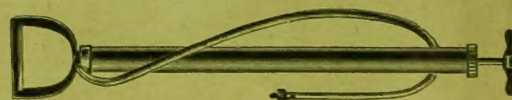
### REPAIR OUTFIT.

PRICE  
50 CENTS.



LIBERAL  
DISCOUNT TO  
THE TRADE.

### STERLING FOOT PUMP.



MANUFACTURED FOR THE TRADE.

CYCLISTS' CLOTHING, SHOES, AND SUNDRIES OF ALL KINDS.

# STOKES MFG. CO., 293 Wabash Ave

BRANCHES:  
DENVER, MILWAUKEE.

Factory: 236-238-240 Carroll Ave., CHICAGO.



# Lenz and His Victor

. . . . . have turned up in the wilds of China, after having covered 2,250 miles in the Empire and suffered many attacks from the natives, in several instances barely escaping destruction.

Lenz writes from Yun-nan, the most south westerly province of China, as follows:

"Yunanfu is the farthest I shall be from home. When I start on west of here it will be on the other half of the world.

"I have been gone just a year from home; to here I have covered a wheel and a foot, in America, Japan, and China, 8,592 miles; and crossed the Pacific and Yellow seas by steamer, over 6,000 miles of water.

"The hardest part of the journey around the world is almost over, and the Victor Pneumatic Tire has proved a blessing."

**Another Straw showing why "Victors Lead The World."**

**OVERMAN WHEEL CO.**

**Boston.**

**Washington.**

**Denver.**

**San Francisco.**



INDIANA BICYCLE CO., Indianapolis, Ind.

FORT WAYNE, IND., 7-31-'93.

Gentlemen:

*The Waverley Scorchers that I purchased from your agents at Lima, Ohio, four months ago has proved itself to be satisfactory in every respect. I am traveling for a New York house, and use my wheel for that purpose, and make on an average from sixty to one hundred miles per day, and never experienced any trouble nor spent a cent for repairs. And for easy riding and comfort the Waverley can not be beat.*

Yours sincerely,

MORGAN L. WILLIAMS.

The above testimonial is one of several hundred that have come to us, entirely unsolicited, from riders we never heard of before.

## To Ride a Waverley Is To Love It.

We have testimonials from two hundred dealers, every one of whom says the Waverley is the best machine ever offered at the price. We also have twice as many testimonials from everyday riders who never tire of singing praises as to the lightness and strength, easy running qualities, and speed of this justly famous mount. All of which go to show that

THE ONLY STANDARD BICYCLE IN AMERICA

At a Moderate Price is the

# WAVERLEY

It is the only machine that is and will remain at a standard medium price in America. Every WAVERLEY sold this year brought \$100. They are still bringing \$100, while other makes, reduced from \$150, will not sell beside them at \$85. Sell WAVERLEYS and make a profit. Sold direct to retailers. Catalogue and terms.



## Indiana Bicycle Co.

INDIANAPOLIS, IND., U. S. A.



# Morgan & Wright PATENT PNEUMATIC TIRES

ARE THE FASTEST ON EARTH!

READ NOT WHAT WE SAY BUT WHAT WE PROVE!

Records of 1892 are being supplanted by speedier ones in 1893.

Bert Harding L. D. Munger Chas. Kindervatter C. A. Urban	1893 May 30	Forest Park Road Race	17 1-2 Mls.	{ 57:10 57:10 57:11	Imperial Arrow King of Scorchers Raleigh	{ Morgan & Wright Racing Tires. Roads heavy—full of holes from recent rains.
	May 30	12-Mile Handicap Road Race, Wab. C. C., Terre Haute, Ind.	12 Miles	40:02		
Otto Neuman	May 30	Winona, Minn.	{ 1-2-mile 1-mile	1:12 1-5 2:43	Sterling Special	{ State Records.
E. C. Johnson	May 30	Highland Park Races, Detroit	{ 1-4-mile 1-2-mile	:32 2-5 1:10	King of Scorchers	Ridden from scratch. Michigan State Records.
Chas. Kindervatter	May 30	Waldo Park Road Race, Kansas City, Mo.	10 1-10 Mls.	30:21	King of Scorchers	Ridden from scratch. Best time ever made west of Mississippi River; course all hills.
M. Nelson Martin Nessel G. L. Emerson P. Casse	May 30	Pullman Race	17 1-2 Mls.	{ 55:44 55:17 55:48	24-lb. March, Wood Rims Fowler 22-lb. James Arrow	{ Morgan & Wright Racing Tires. Casse is a youth of 14 years, his time is State Record.
		Pelican City Club Road Race, New Orleans	5 3-4 Miles	16:41 2-5		
H. B. Renshaw	May 30	Denver Road Race	25 Miles	1:30:50	Sterling Special	Morgan & Wright Road Tires. Won \$750 piano from 158 starters. Strong head wind.
M. A. Hickman C. E. Tudor	June 13	Alabama State Championship	5 Miles	16:40	Birmingham Scorchers Sunol	Morgan & Wright Tires.
	June 16	Hanauer Road Race				Morgan & Wright Tires.
H. H. Wylie	June 27	New York to Chicago	1,028 Mls	10 Days 4 Hours 39 Min.	Sterling Special	Morgan & Wright Racing Tires. Not even a puncture.
Emil Ulbrecht A. L. Leonhardt John Clark Frank Waller	July 4	Waukesha - Milwaukee Road Race	16 1-2 Mls.	46:54 48:31 49:01	Special Stephens Special Arrow	{ Morgan & Wright Racing Tires. Ulbrecht's time is best record for course by 1:56. Breaking the competition record for this distance.
		Indianapolis	3 Miles	7:31		
C. H. Peck	July 4	Poorman Road Race	18 Miles	53:41	James	Won 4th time prize in addition to 1st place.
J. F. Reitzner	July 4	Waukesha-Milwaukee Road Race	16 1-2 Mls.	{ 47:41 49:40	James Eagle-Attair	Second time prize.
E. M. Spike		Newark to Princeton	100 Miles	6:20:30	Sterling Special	Morgan & Wright Racing Tires.
H. H. Wylie	July 15	Sioux City to Chicago.	600 Miles	8 days 9 hrs.	Sterling Special	"Same old racing tires."
G. Meirstein						Meirstein is a youth of 15.
A. L. Leonhardt	July 15	Lake View Course	5 Miles	13:30	Stephens	Breaking Record for distance.
Frank Waller	July 22	Hilsendegen Road Race	25 Miles	1:06:10	Arrow	Breaking all Road Records from 15 to 25 Miles.

AND THERE YOU ARE! ONLY A FEW AT THAT!

First on the Track! First on the Road! First in the Hearts of the Wheelmen!

Keep in the procession. Be in the lead. Emulate Wylie, Waller, Peck, Leonhardt, and all the sturdy riders who know and appreciate the best; and, knowing such, ride

## THE TIRE OF THE ERA!

That which is the most SERVICEABLE; that which causes you NO TROUBLE; that which is REASONABLE IN COST IS THE BEST!

MORGAN & WRIGHT Patent Pneumatic Tires ARE WHAT YOU WANT!

See that our firm name is in raised letters on the side of tire when buying. Catalog gives a world of information.

**MORGAN & WRIGHT**, 331-339 WEST LAKE STREET, CHICAGO, ILL.



“When Ignorance Is Bliss, 'Tis Folly To Be Wise.”

BUT IT IS FOLLY TO BE IGNORANT OF OUR

# BIG CUT PRICE SALE OF BICYCLES

WHEN THE KNOWLEDGE OF IT WOULD SAVE YOU SO MUCH HARD CASH.

Here are the Prices that start the Perspiration on our Competitors :

No. 1 Ramblers, \$1.00 per pound.

\$150.00 New '93 Smalleys, Scorchers,.....\$87.50

\$150.00 New '93 Smalleys, Light Roadster, .....\$85.00

\$150.00 New '92 Smalleys, Weight 36 pounds,..\$69.00

\$150.00 New Model B Sylphs,.....\$62.50

\$150.00 New '93 Monarchs,.....\$69.00

\$150.00 Argyles (Our Own Goods),.....\$75.00

\$150.00 Phoenix,.....\$69.00

\$150.00 Kenwoods, Quadrant Frame,.....\$67.50

\$135.00 Coventry Crosses,.....\$39.00

Ames & Frost's Safeties,.....\$30.00

\$40.00 Nonpareils,.....\$19.00

SEND \$5.00 TO COVER EXPRESS CHARGES.

We Have the Goods.

We Make the Prices.

We do the Business.

SEND TO US FOR WHAT YOU WANT.

# The C. H. Schub Cycle House,

IMPORTERS AND JOBBERS,

108-110 Dearborn, Cor, Washington, and 469 West Madison.

MENTION THE BEARINGS.





Do you want the agency for a line of good sellers? If so, buy the

# FALCONS

*Prices from \$50 to \$115, with Pneumatic Tires.*

Correspondence solicited. Good, live agents wanted in all unoccupied territory.

We will be ready to deliver wheels and arrange territory for 1894 early in the season.

Our line is second to none, either in style, quality of material, or workmanship.

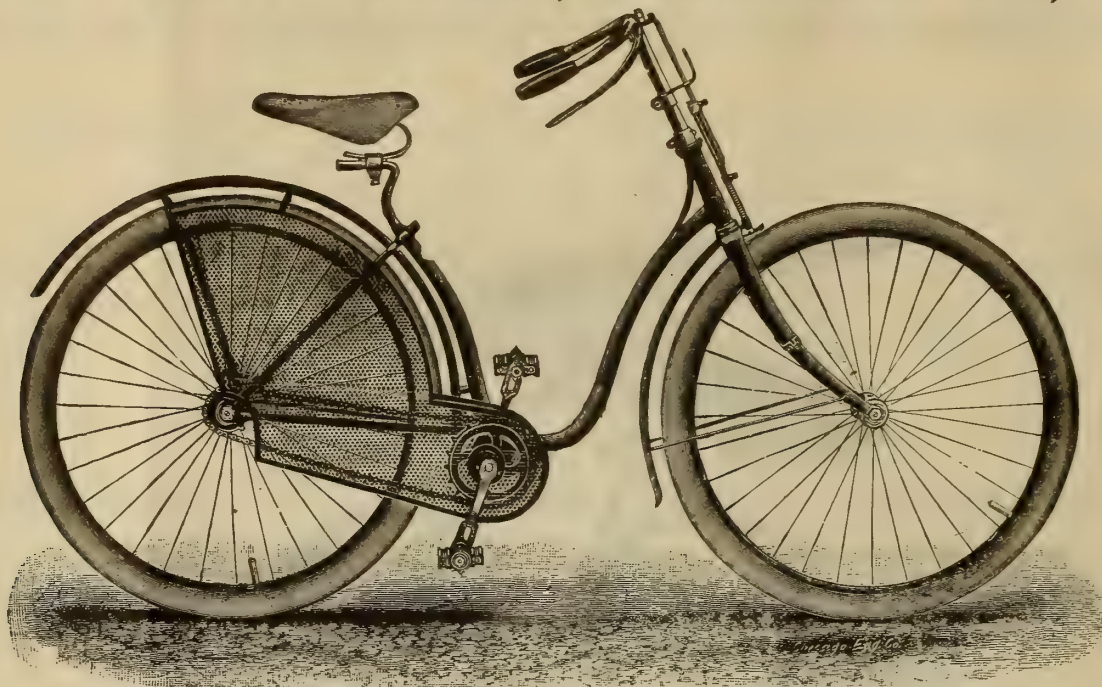
Address **THE YOST MFG. CO.,**

Mention The Bearings

**Yost Station, Toledo, Ohio.**



# WESTERN WHEEL WORKS, Manufacturers, Chicago.



1893. JUNO No. 2. \$90.00.



BLACKHAWK L.R. \$135.00.  
28-inch Wheels. Pneumatic Tires.



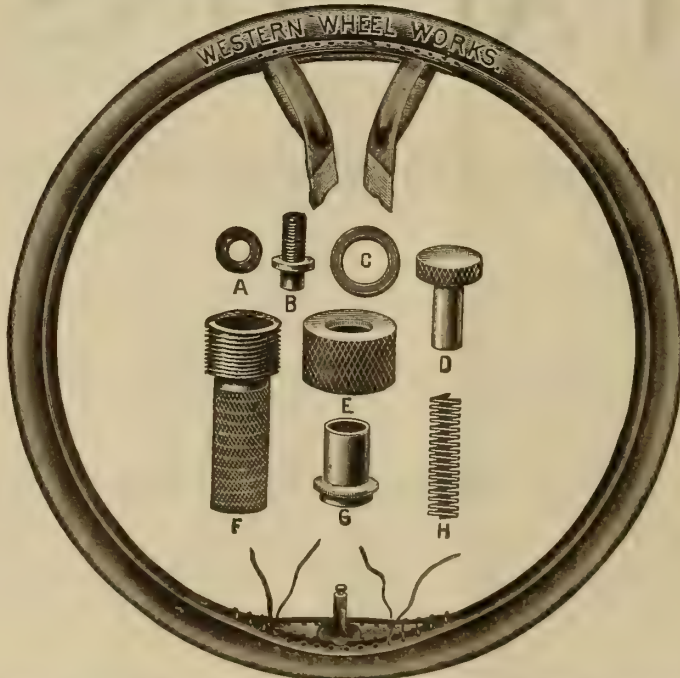
CRESCENT No. 2. \$100.00.  
30-inch Wheels. Pneumatic Tires.



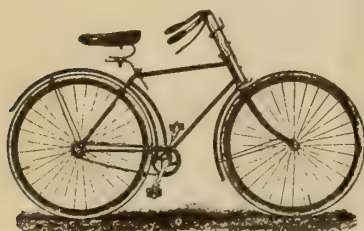
JUNO No. 2. \$90.00.  
28-inch Wheels. Pneumatic Tires.



ROB ROY No. 4. \$85.00.  
28-inch Wheels. Pneumatic Tires.



ESCORT No. 2. \$100.00.  
30-inch Wheels. Pneumatic Tires.



ROB ROY No. 2. \$65.00.  
26-inch Wheels. Pneumatic Tires.



COMBINATION JUNIOR No. 4. \$60.00.  
26-inch Wheels. Pneumatic Tires.

Western Wheel Works Pneumatic Tires--Resilient and Hard to Puncture.



CINCH No. 2. \$50.00.  
24-inch Wheels. Pneumatic Tires.



PET. \$20.00.  
20-inch Wheels. Cushion Tires.



COMBINATION JUNIOR No. 2. \$50.00.  
24-inch Wheels. Pneumatic Tires.

Office and Factory: Wells, Schiller, Siegel Sts. and North Park Ave., CHICAGO. MENTION THE BEARINGS. Eastern Agents, R. L. COLEMAN, Co., New York.



# MAJESTIC LIGHT ROADSTER

Standard High Grade  
Maintained.

...

MORGAN & WRIGHT  
Bidwell No. 2  
Greyhound, Wizard  
Tires.



**\$85.00**

REDUCED TO

**\$85.00**

Hulbert Bros. & Co.,

26 West 23d St., NEW YORK.



# THE PALMER TIRE

## Another World's Record Broken.

WALTER C. SANGER, at Milwaukee, July 29, in one-mile handicap, beats his old record of 2:14 4-5, by 5 seconds, covering mile in 2:09 4-5 on The Telegram.

COMBINATION: **A FAST WHEEL,  
A FASTER MAN, AND  
THE FASTEST TIRE ON EARTH  
\_\_\_\_\_ CAN NOT BE BEATEN.**

**A Letter from P. J. BERLO, Rider and Manufacturer:**

THE COLUMBIA RUBBER WORKS CO.,  
New York, N. Y.

BOSTON, JULY 26TH, 1893.

**GENTLEMEN:**

It having recently been stated in the cycle journals that I ride a certain make of bicycle and owe my success to the mount, I wish to state that I owe the defeat of others to the Palmer Racing Tire, and honestly believe the same to be faster than any tire I have yet applied to any wheel I have ever ridden; and you are at liberty to use this testimonial in any manner you see fit.

Sincerely yours,

(Signed) P. J. BERLO.

**No use talking, we've got it sure.**

**"Time will tell the tale, and the tail will finally wag the dog."**

# B. F. GOODRICH CO.,

General Licensees and Manufacturers, AKRON, OHIO.



# THE *Sub-Minimum*

ALREADY HAS THE

## Unqualified Indorsement of all the Leading Cycle Makers.

Their failure to accept the broad and sweeping challenge we have offered is the strongest recommendation that could be given, and speaks volumes in praise and respect for our new discovery.

## THE REVOLUTION IS SWEEPING.

*We are redeeming every promise and claim we ever made.*

SEND FOR DESCRIPTIVE CATALOGUE.

INCORPORATED 1873.  
CAPITAL \$500,000.

### St. Louis Refrigerator and Wooden Gutter Co.

MENTION THE BEARINGS

ST. LOUIS, MO.

## Have you examined our latest Repair Tire?

# THE DEERHOUND PNEUMATIC

Is an inner tube tire so constructed that in case of puncture that you can not mend, slit it open, thus making an outer casing for the inner tube to be inserted. WITH EACH PAIR OF TIRES WE GIVE AN EXTRA INNER TUBE FREE, so that the rider can have A TIRE JUST AS GOOD AS NEW WITHOUT ANY EXTRA EXPENSE. THE VALVE is simple and self-closing.

Price per pair, With Inner Tube and Pump complete, **\$12.00**

For any of the following sizes:

26, 28, and 38 x 1 1-2 in.

26, 28, 30, and 32 x 1 3-4 in.

26, 28 and 30 x 2 in.

If your dealer does not have them, we will ship on receipt of price.

Manufacturers also of the POPULAR LACE TIRE, the ACME PNEUMATIC.

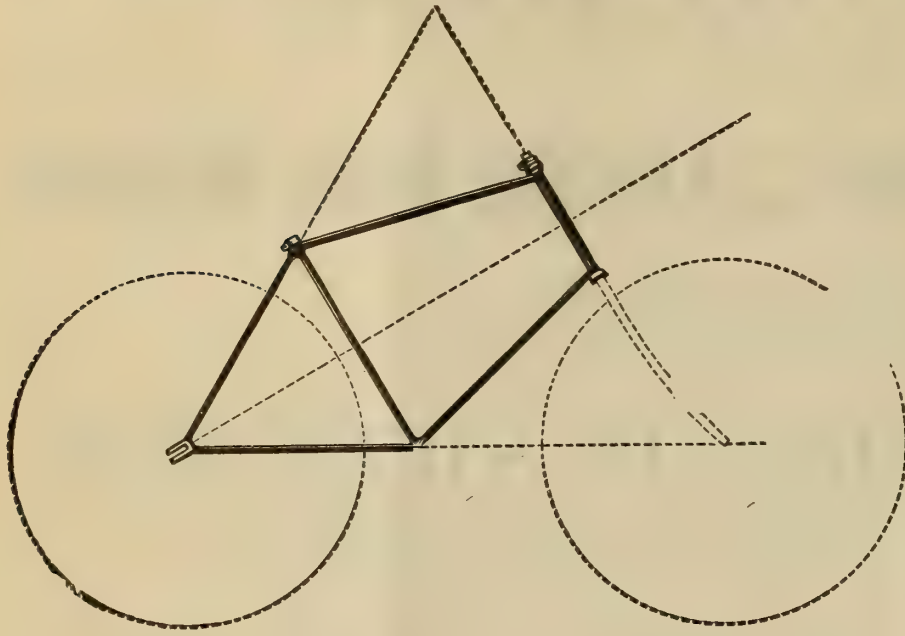
WRITE US BEFORE PLACING YOUR ORDERS ELSEWHERE.

## CHICAGO TIP & TIRE CO.,

152-154 LAKE STREET, CHICAGO, ILL.



# The Triangle as a Track Racer



## WINS EVERYTHING.

We are not novices in the art of building track racers. True, we have not made many, as our time has been occupied in filling orders for our renowned light roadsters, but we can make them to the satisfaction of such redoubtable riders as E. C. Johnson and

## C. M. MURPHY

both of whom claim it to be the fastest wheel they have ridden. Did you hear of Charley Murphy's performances at Cleveland, June 17? No? Well, he made ducks and drakes of Zimmerman's one-mile track

## RECORD

beating it by 2 2-5 seconds. Please notice we do not loan or make presents. Every machine is made for sale, and we can't make them fast enough to fill orders, so if you are desirous of being mounted on this fine wheel, you must order at once from

**THE PEERLESS MFG. COMPANY, CLEVELAND, OHIO.**

# ONE OF THE FINEST!

"One of the finest wheels on the track last evening was the

## Halliday-Temple Scorcher

on which Clyde Quimby won the two-third-mile race in the remarkably quick time of 1 min. 40 2-5 sec. The weight of the wheel is twenty-seven pounds—six pounds heavier than the one ridden by Low. It was kindly loaned by H. Malke, of Wheeling, who came up to attend the races. It is the same wheel on which Mr. Malke won the fifteen-mile road race at Wheeling on July 4th, winning a \$150 bicycle."



...Manufactured by

**MARION CYCLE Co.**

MARION, IND.

...Sold in Chicago by

**RALPH TEMPLE**

156 Twenty-Second St., CHICAGO.

MENTION THE BEARINGS



THE BEARINGS  
CYCLING AUTHORITY AMERICA

# CLEVELAND BICYCLES

FIRST in TIRES!

FIRST in BEARINGS!

FIRST in the HEARTS of ALL CYCLISTS who have tried them.

ONCE RIDDEN, ALWAYS RIDDEN.

NO HAULING the INNER TUBE through the rim,  
but simply removing the OUTER COVER,  
and there it is.

CLEVELAND RIM,

Simplest and most perfect device  
for fastening the tire in  
the rim.

SEND FOR CATALOGUE.

H. A. LOZIER & CO

CLEVELAND, OHIO.

MENTION THE BEARINGS



CLEVELAND No. 4—LIGHT ROADSTER.

BAILEY MANUFACTURING CO

MAKERS OF THE

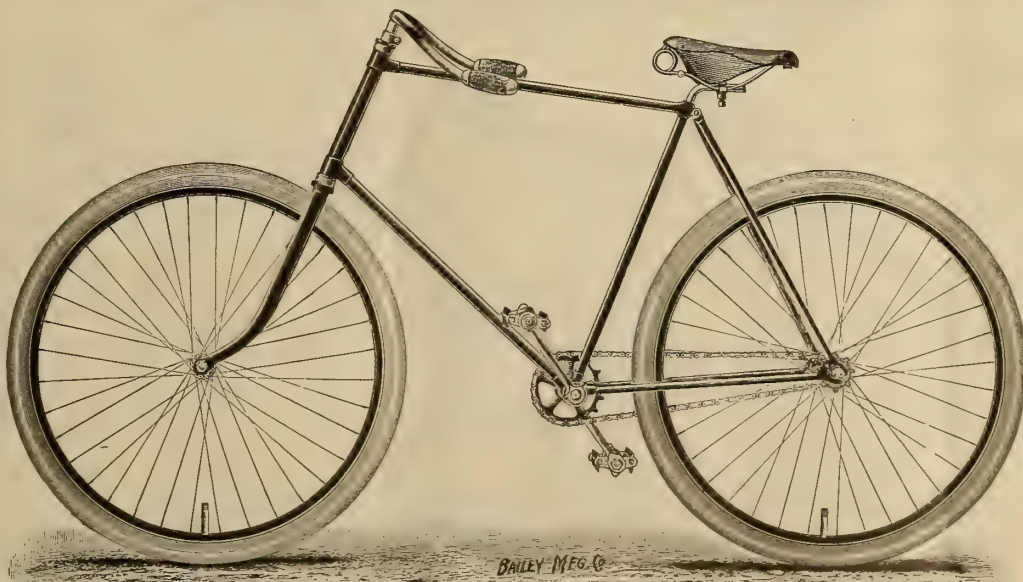
# ARAB ROADSTER

STRICTLY HIGH-GRADE BICYCLES.

Well  
Constructed.

Strong.

Well  
Finished.



Stylish.

Handsome.

Light  
Running.

IT RECEIVES THE ENTHUSIASTIC COMMENDATION OF ALL WHO RIDE IT. SIMPLE CHANGE OF SPEED.

SEND FOR CATALOGUE.

Mention The Bearings.

BAILEY MANUFACTURING CO., 270 S. Canal St., Chicago.

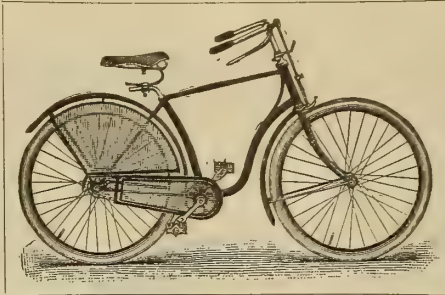




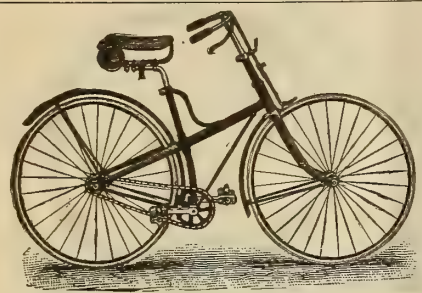
**DUKE.** 30-inch Wheels.  
Pneumatic Tires. \$100.00



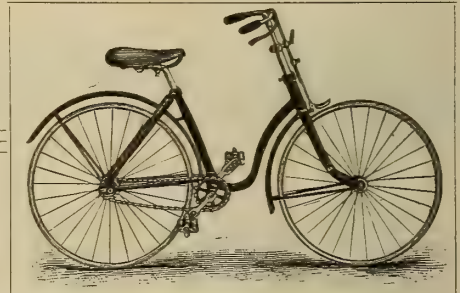
**PRINCE.** 26-inch Wheels.  
Pneumatic Tires. \$70.00



**DUCHESS.** 28-inch Wheels.  
Pneumatic Tires. \$90.00  
**PRINCESS.** 26-inch Wheels.  
Pneumatic Tires. \$65.00



**PEER.** 25-inch Wheels.  
Cushion Tires. \$25.00



**FLYING JIB.** 22-inch Wheels.  
Solid Tires. \$20.00 and \$15.00

**A. FEATHERSTONE & CO.,**

Office and Works, 16th and Clark Sts. and Armour Ave.  
Retail Store, 282 Wabash Ave., Chicago, Ill.

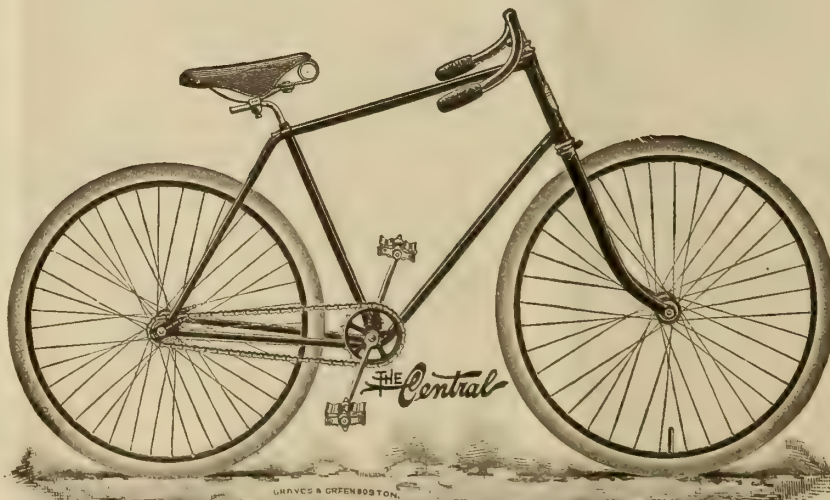
MENTION THE BEARINGS

**AGENTS GET OUR PRICES**

**CENTRAL CYCLE MFG. CO.**

INDIANAPOLIS, IND.

THE CENTRAL  
STRONGEST FRAME  
DOUBLE FRAME  
LIGHT FRAME  
BEAUTIFUL FRAME  
ATTRACTIVE FRAME  
EASY TO SELL  
EASY TO BUY  
EASY TO RIDE  
TRY IT



BEST LINES  
BEST FINISH  
BEST MATERIAL  
BEST WORKMANSHIP  
BEST AGENTS  
BEST RIDERS  
BEST PRICES  
BEST VALUE  
FOR THE MONEY

"A THING WHICH PLEASES IS ALREADY HALF SOLD"

**WE GUARANTEE THEM**

MENTION THE BEARINGS



# A Mountain Road Race.

PAUL NELSON of Pittsburg,  
Pa., riding

*The Liberty*

29-pound Road Scorchers and  
starting from SCRATCH won

## First Time Prize

In Brownsville, Pa., 12-Mile Road Race on National Pike. Both rider and wheel finished in good shape despite the mountainous course.

**The Proof of the Wheel is the Riding.**

**WILSON, MYERS & CO.,** Makers of Liberty Cycles,

55 LIBERTY STREET, N. Y.

TAYLOR CYCLE CO., 270-272 Wabash Ave., Chicago.  
General Western Jobbing Representatives.

Retail Department: 1786 Broadway, N. Y.

MENTION THE BEARINGS

## WE FORGOT

What? Why to change our ad. We have been kept so exceptionally busy filling orders, that selling more was secondary. We are daily in receipt of testimonials. The tenor of some of them is:



*Easiest Riding.*

*Better Hill Climber and  
Coaster.*

*Most Elastic.*

*Most Graceful.*

*Less Fatiguing*

*in long or short rides, etc., than  
any other wheel manufactured.*

We boast of being the only manufacturers of 1893 bicycles who claim to have no complaint of frame straining, breaking, or giving way in our light machines. Weights from 24 to 40 pounds.

Write for Catalogue and mention this paper.

**THE NEVERSINK---Prices \$100 to \$140.**

**Metropolitan Cycle Co., Reading, Pa.**



THE BEARINGS  
CYCLING AUTHORITY AMERICA

# THE BEST WHEEL ON EARTH



Model C, Weight, 30 pounds.

## The Derby for '93

Morgan & Wright Pneumatic, - \$150.

DETAIL — Frame, Derby pattern, double throughout from continuous seamless steel tubing; 9 inch Head; Wheel Base, 44 inches; Wheels, 30 inches; Tool Steel Bearings; Mannesmann's Spiral Fibre Steel Tubing; Gearing, 57 and 63 inches; Round Cranks, 6 1/2 and 7 inch throw; Hubner Chain, Garford Saddles. Drop Forging throughout.

We have the best and most simple spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue, also tangent spokes.

For beauty and simplicity there is no equal. For service none can be made better.

Send for Catalogue.

Responsible Agents Wanted.

### AGENTS FOR DERBY CYCLES.

SCHULENBURG CYCLE CO., Detroit, Mich. Agents for Michigan.  
GEO. F. LUTZ & SON, Buffalo, N. Y.  
NOVELTY CARRIAGE WORKS, Rochester, N. Y.  
THE H. H. KIFFE CO., New York City.  
FISHER GOVERNOR COMPANY, Marshalltown, Iowa.  
K. W. VINE, Albany, N. Y.  
W. A. MEEKER, Troy, N. Y.  
O. H. BROADBENT & CO., Utica, N. Y.  
LOWRY HARDWARE CO., Atlanta, Ga. Agents for Georgia.  
E. B. GRAM, Williamsport, Pa. Agent for Northern Pennsylvania.  
WEBB SAFE & LOCK CO., Portland, Ore. For Ore., Wash., Idaho.  
ASHLAND CYCLE CO., 591 W. Madison St., Chicago. For Cook Co.  
JOHN MEUNIER GUN CO., Milwaukee, Wis.  
NOW BICYCLE HOUSE, Minneapolis, Minn.

## DERBY CYCLE CO.

161, 162 & 163 South Canal Street.

CHICAGO.

MENTION THE BEARINGS

# The Hackney Roadster.

ABSOLUTELY PERFECT  
MECHANICAL CONSTRUCTION.

—Guaranteed in Every Particular—

Handsome!

Strong!

Durable!



DOUBLE  
DIAMOND FRAME  
THROUGHOUT.

SPECIAL  
ATTENTION PAID  
TO BEARINGS.

PRICE \$150.00

## THE HACKNEY BICYCLE CO.,

47 E. Prospect Street.

CLEVELAND, OHIO.

MENTION THE BEARINGS



# 25-Mile Competition Record

LOWERED TO 1 HR. 6 MIN. 10 SEC.

ON TAN



By Frank Waller

In the

HILSENDEGEN ROAD RACE.

At

Detroit, June 22d.

All the road cracks---McDuffee, Gary, Van Wagoner, Hurlburt, Herrick, Nessel, and Ulbricht---

....BEATEN BY OVER SIX MINUTES....

Waller had 30 seconds handicap, made his own pace and cut the record 5 minutes. At the same time he lowered all records from 15 to 25 miles. This is record for track or road in competition.

## 3-Mile Competition Record lowered to 7 min. 31 sec.

Also by FRANK WALLER at Indianapolis, Ind., July 5th. Also many other records.

WATCH US, PLEASE.

BETTER RIDE AN ARROW.

## CENTURY CYCLE MFG. CO., INDIANAPOLIS, IND.

MENTION THE BEARINGS

# THE "ELLIPTIC"

ROCKFORD, ILL., Jan. 16, 1893  
FREEPORT BICYCLE MANUFACTURING CO.,  
Freeport, Ill.

Dear Sirs:—Having given the Elliptic a good fair test over all kinds of roads and in general use about the city, I want to say that it is the finest wheel I have ever been on. I have ridden a wheel geared to 67½ inches all one season and would recommend it "very" highly to any one wishing a fine easy running, high grade wheel and I will be glad to give any one such information as is in my power regarding the Elliptic either as a road wheel or racer. Yours very truly,

J. H. ARMITAGE.

FREEPORT BICYCLE MANUFACTURING CO., Freeport, Ill.

Gentlemen:—Allow me to compliment you on the Elliptic bicycle you are sending out. For a Scorchers wheel I do not think it has an equal as the design is perfect and the mechanical part is as good as any we have ever sold or seen. I was in Chicago at the time of the Pullman road race and did not see a single wheel that I would trade my Elliptic for. "Is there any advantage in the Elliptical sprocket wheel?" is often asked me and I say "yes." I have been riding one now for two months, geared to 60 and have never rode any wheel geared to 54 that run as easy, also the wheel is so easily controlled that I ride it more than half the time hands off. To try one is to be convinced that it is the best, the easiest, and we think the future will prove it the fastest wheel made. We wish you success with them and think they are worthy of it.

Yours truly,

I have been riding your wheel geared to 60 and my sentiments are exactly as Mr. Bader's.

ED. M. HIGHLANDS, Capt. Clinton Co. Cyclers.

CLINTON, IA., Jan. 10, 1893.

H. D. BADER.  
Manager Bicycle Dept., C. E. Armstrong & Co.

CHEYENNE, WYO., Jan. 2, 1893.  
FREEPORT BICYCLE MANUFACTURING CO.,  
Freeport, Ill.

Gentlemen:—Your Elliptic Sprocket is bound to come into general use on chain safety bicycles. Few can see by looking at it the great advantage gained in power and speed over the round sprocket and others can only be convinced by giving it a trial for a reasonable length of time. I have used mine for the past five months constantly and find it to be all you claim for it.

Yours respectfully,

P. BERGERSEN

THE ELLIPTIC WAS THE FIRST BICYCLE TO BE RIDDEN A MILE IN LESS THAN TWO MINUTES.

ELLIPTIC'S WORLD'S RECORDS { 1 Mile, Flying Start.....1.56 3-5 | 1 Mile, Standing Start.....2.04 8 5  
1/2 " " " ..... .55 1-2 | 1/2 " " " ..... .58 3-5  
1/4 " " " ..... .36 1-5 | 1/4 " " " ..... .30

The "ELLIPTIC" embodies the highest degree of inventive and mechanical excellence, as its superiority on both track and road has fully demonstrated. Manufactured by

## FREEPORT BICYCLE MFG. CO., Freeport, Ills.

GOOD AGENTS WANTED IN UNOCCUPIED TERRITORY.

MENTION THE BEARINGS



# RAMBLER PROPHECY FULFILLED.

It is quite customary for bicycle manufacturers to claim that their particular machines are "Best and Fastest," whether they have been in the business one year or ten, or whether their wheels have ever won a race or not. We realized this fact when, at the beginning of the season, we predicted that the RAMBLER would be the most popular wheel on the market, would "win races" and "break records."

Our expectations have been more than realized, for this has been distinctly "A RAMBLER YEAR." As for our "rosy hued" prophecy we ask our friends to judge.

## LIST OF RECORDS BROKEN ON RAMBLERS

Since September Last:

District of Columbia, one mile, competition, on.....	No 3
Colorado State one mile, " " .....	" 3
Pacific Coast one mile " " .....	" 4
Baltimore to Washington, on.....	" 4
Pacific Coast 25 mile road competition, on.....	" 4
" " " " " " 2nd time, on.....	" 4
" " " " " " 3rd time, on.....	" 4
" " 10 " " " on.....	" 5
American 25 mile road competition on.....	" 5
" 20 " " " " .....	" 5
" 15 " " " " .....	" 5
Grand Rapids course, 18 mile road competition, on.....	" 5
Pacific Coast one mile competition, 2nd time, on.....	" 5
" " " " " 3rd time, on.....	" 5
World's 26 mile road competition, on.....	" 4
" 25 " " " " .....	" 5
Pacific Coast one-half mile competition, on.....	" 5
Minnesota State " " " " .....	" 5
Michigan " one " " " .....	" 5
Mexican three-quarter " " " .....	" 5

## More Records Broken on G. & J. Pneumatic Tires

Fitted to Other Machines.

San Francisco to New York, by F. S. Beedleson, the one-legged rider.	
Minnesota State one mile competition.	
German and Austrian, .....	.65 kilometres.
" " " " .....	.75 "
" " " " .....	.80 "
" " " " .....	.80.466 " (50 miles.)
" " " " .....	.85 "
" " " " .....	.90 "
" " " " .....	.95 "
" " " " .....	1.00 "
" " " " .....	.15 "
" " " " 3 hour record, .....	1.00 " (150 miles.)
Minnesota State one quarter mile.	
World's six mile trotting record, sulky fitted with G. & J. Tires.	
Record: The only Pneumatic Tire which went through the great Vienna to Berlin race without a puncture or burst.	

## PRIZES WON ON RAMBLERS

Since September, 1892:

159 firsts.	54 thirds.	21 first time.
112 seconds.	12 fourths.	9 second time.

Prizes Won on Ramblers in One Day only--July 4th.

50 firsts.	17 thirds.	3 first time.
41 seconds.	3 fourths.	1 second time.

"ust Keep Your Eye on the Copper Rims."

# GORMULLY & JEFFERY MFG. CO.,

CHICAGO. BOSTON. WASHINGTON. NEW YORK, COVENTRY, ENG.



# THE BEARINGS

Vol VIII  
No 2

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, AUGUST 11, 1893.

## The International Meet....

"All out for the mile novice. Come, come, you blunders, come out. "Hurry up. Jump up. We are waiting for you. You needn't think you are crack-a-jacks to keep us waiting like those top raters do. Come on, come on."

So Clerk of the Course William Montague Perrett opened the great international meet last Monday morning. William Montague knows his business and makes the riders attend to theirs. Llewellyn W. Conkling has the art of starting reduced to a science, and with these two to attend to the active part of the work, and Chairman Raymond as referee, and the members of his board as judges, the races at the great meet were run off in apple-pie order. No hitch, no delay. There was not a man entered of enough importance to wait for.

Everybody was there—everybody that is anybody—for who would stay away when Chicago had invited the world. The weather had been ordered especially fine and far exceeded expectations.

And the races— Well, such an aggregation of racing talent has never before been seen. There was not a man absent whose presence could add a whit to the interest in the programme. The only drawbacks to the perfect enjoyment of the meet were the inevitable accidents that almost invariably attend a big meet. That the great Sanger should be the one to suffer in the first and worst spill was lamentably unfortunate. The meetings of him and Zimmerman were looked for by the public as the great events of the meet. However, the racing was at no stage tame. Johnson, Tyler, and Windle proved themselves fit to compete with Zimmerman and occasionally give him a beating. The handicapping was great, the finishes almost always close, and the times made were phenomenal.

The various entertainments were attended by such crowds as never before were seen at a league meet and every one was satisfied and happy.

### MONDAY.

The new track was formally dedicated today and baptized in the blood of the redoubtable W. C. Sanger, A. E. Lumsden, and several others. It was also the place where Willie Windle and Harry Tyler gave Zim more than he could attend to, and raced across the tape ahead of the champion in the mile open.



START OF ONE-MILE NOVICE, AUGUST 7.

The preliminary heats in the morning were more interesting than they usually are and were the cause of the audience being deprived of seeing one of the stars of the meet. It was in the second heat of the third-mile open and Sanger, Lumsden, Tyler, Davis, Githens, Banker, E. C. Johnson, and A. P. Babcock were just going into the lower turn when Babcock fell, bringing down with him Sanger, Lumsden, Banker, and Johnson. Lumsden

was thrown over the bank, striking a 2 x 5 scantling on the way and breaking it off. The men were picked up and it was found that Sanger's bruises would lay him up for two or three days, but his trainer gave him hopes of being able to race on the two last days of the meet. Lumsden was bruised considerably and will not ride. Zimmerman had no difficulty in qualifying in all of his heats.

### Windle Beats Zimmerman.

The most interesting race of the day was the mile open. The first heat



Rhodes. Davis. Taylor. Windle. Smith. Tyler. Zimmerman.

START FINAL HEAT OF ONE-THIRD-MILE OPEN, AUGUST 7.

brought out Taylor, Windle, Smith, Tuttle, Bliss, and Rhodes. The pace was a loaf until the middle of the last lap, when Rhodes started the sprint. He was caught on the turn by Tyler, who won the heat easily, Windle second, Rhodes third, and Smith fourth, in 2:59. The second heat had Zimmerman, Tyler, Githens, Gary, C. T. Nelson, Dirnberger, and Sercombe in it, and it was won by Tyler, Zimmerman riding into second place easily, seemingly content to qualify.

The final heat will long be remembered by all who saw it, for it was then that Windle turned the tables on the man who was first able to lower his colors and take from him the proud title of champion. Windle, Zimmerman, Rhodes, Hoyland Smith, Githens, Dirnberger, Taylor, and Tyler lined up for the coming struggle. Windle's face was set, and one observing wheelman said, "Watch Windle." Zimmerman helped set pace for a third and then Tyler took it to the last lap. It was an exciting sight to see them come grandly around the last turn into the home stretch. They were almost even, with Zimmerman riding in about the middle and Windle a little behind but coming up on the outside. Coming down the stretch Windle made a mighty effort and fairly tore down the track. The others were going for all there was in them, but the Milbury lad went faster. Inch by inch he gradually caught Zimmerman, and although the champion worked hard he could not hold Windle and the latter crossed the tape fully two feet to the good. Tyler gave a jump right at the tape and beat Zimmerman out for second place, Taylor was a good fourth. The crowd was disappointed when it was announced that the time limit of 2:40 had been exceeded by 5 2-5 seconds and the race was ordered run over. The last quarter was ridden in :29 4-5.

### Zim Wins the Run over.

There was a wicked smile playing around Zimmerman's lips when he came out again and Windle would have been given a nice reception, but he followed his invariable rule never to ride in a run-over and came out in



citizen's clothes. Tyler and Rhodes followed suit. Zimmerman won this with ease, looking around at Taylor, who was a yard or so behind. Smith was third and Githens fourth.

#### The Novice a Loaf.

The final heat of the mile novice was a loaf and should have been won by Van Boeckman, who sprinted on the second lap, thinking it was the last. He stopped then, and the others went by him. Brandenburg won by yards.

The half-mile Illinois division championship brought out Tuttle, Bode, Davis, Githens, and Knisley. It was a foregone conclusion that Tuttle would win, as he had stated that if he could win the championships of his native state he would be satisfied. The giant had no trouble in beating the others out, leaving Githens and Knisley to fight it out for second place, the Chicago Club man winning at the tape.

#### A Battle of the Giants.

George Taylor made a dangerous cut in front of Cy Davis at the start of the final heat of the third-mile open, and was nearly thrown. This was a battle of the giants. Nearly all of the stars were in it. Zimmerman had the pole, with Tyler, Smith, Windle, Taylor, Davis, Rhodes, and Githens



Githens. Kennedy. Bliss. Rhodes. Tuttle. Knisley.  
START OF TWO-MILE TEAM RACE, AUGUST 8.

lined across the track. It was the crack's first appearance in the afternoon, and the audience was wild. The sun shone over the top of the grand stand and lighted up Zimmerman's face. There was a satisfied look upon it as he acknowledged the plaudits of the crowd. Taylor immediately took the pace and set it hot down the back stretch, with Zim in hot pursuit. He was overhauled in the home stretch and Zimmerman won sitting up, with Tyler second, and Taylor third. Windle was hopelessly out of it, coming in next to last.

#### Zim Makes a Fast Half.

The odds were too great for Zimmerman to overcome in the final heat of the half-mile handicap. With such a good man as A. I. Brown, of Cleveland, on the forty-five-yard mark, the scratch man had a hard row to hoe. Brown made a phenomenal sprint at the finish, winning easily from Paul Grosch. Zim could do no better than fourth, although the finish was so close that it looked as if he had finished second. His time was 1:03. He rode on the outside most of the way.

Gus Steele, of Chicago, won a very pretty race when he captured the two-mile 5:50 class from such cracks as Crooks and Warren. E. A. Nelson started in this race, but fell at the beginning of the third lap. He lodged a protest against Crooks, but it was not allowed. Steele rode a waiting race and beat them all out in the sprint.

Bliss, coached by Herrick, won by inches from Knisley in the two-mile Illinois division championship. Knisley set the pace on the last lap and looked a winner when the men came into the home stretch, but the little man in pink was too much for him.

If Bode had taken his share of the pace in the final of the five-mile handicap he might have won the race. He caught Ulbricht and Steele, and the three were nearly half a lap ahead of Hyslop, Crooks, Murphy, and Clark. This lead they could have held, but Bode wouldn't help pace, and they were caught at the fourth mile. In the driving finish Clark won, with Bode second, Crooks third, and Murphy, the former king of handicap riders, a bad fourth.

#### Good Trick Riding.

Sandwiched in between the races were Maltby and Kaufmann, who showed the crowd what could be done on a bicycle. Maltby's tricks on a safety were not so well received as Kaufmann's neat work on the ordinary.

It was announced to the press that the Racing Board had investigated C. M. Murphy's case, and had declared him a professional.

#### Summary.

One-mile novice, first heat, eight starters.—P. Von Boeckman, Chicago, first; G. E. Bicker, Chicago, second; F. M. Prencil, Chicago, third. Time, 2:34 3-5.

Second heat, eight starters.—J. I. Brandenburg, Chicago, first; L. O. Wilcoxon, Chicago, second; A. V. Jackson, Chicago, third. Time, 2:44 1-5.

Final heat, seven starters.—J. I. Brandenburg, first; A. V. Jackson, second; F. M. Prencil, third; F. B. Wakefield, fourth; J. Hrach, fifth. Time, 3:00 1-5. Won easily.

Half-mile Illinois division championship, five starters.—F. H. Tuttle, first; H. A. Githens, second; C. T. Knisley, third; Fred Nessel, fourth; E. C. Bode, fifth. Time, 1:22.

Third-mile open, first heat, eight starters.—A. A. Zimmerman, first; Hoyland Smith, second; G. F. Taylor, third; W. A. Rhodes, fourth. Time, 44 3-5. Zim worked from almost outside position to the pole, and led from the quarter home and won easily, doing the last quarter in :30 3-5.

Second heat, ten starters.—H. C. Tyler, first; W. W. Windle, second; C. W. Davis, third; H. A. Githens, fourth. Time, :46. The men were closely bunched going into the lower turn, and A. P. Babcock, of Springfield, ran into Banker, who in turn ran into Sanger, who fell, bringing these two as well as A. E. Lumsden and E. C. Johnson, of Cleveland, down with him. All the men were badly bruised, Sanger the worst.

Final heat, eight starters.—A. A. Zimmerman, first; H. C. Tyler, second; G. F. Taylor, third; H. Smith, fourth; W. A. Rhodes, fifth; C. W. Davis, sixth; W. W. Windle, seventh; H. A. Githens, eighth. Time, :43 4-5.

Half-mile handicap, first heat, seven starters.—A. I. Brown, 45 yards, first; M. H. Burt, Wichita, 55 yards, second; A. L. Leonhardt, Chicago, 55 yards, third. Time, 1:04; last quarter, :31 4-5.

Second heat, six starters.—Paul Grosch, 50 yards, first; A. W. Warren, Hartford, 30 yards, second; W. F. Murphy, 30 yards, third. Time, 1:04.

Third heat, five starters.—A. T. Crooks, Buffalo, 25 yards, first; Con Baker, Columbus, 45 yards, second; M. Nelson, Chicago, 60 yards, third. Time, 1:05 4-5.

Fourth heat.—J. I. Brandenburg, Chicago, 65 yards, first; H. Smith, 30 yards, second; C. H. Peck, Chicago, 50 yards, third. Time, 1:05 2-5.

Fifth heat, nine starters.—A. A. Zimmerman, scratch, first; G. L. Gary, 15 yards, second; E. C. Johnson, Cleveland, 45 yards, third. Time, 1:04.

Sixth heat, six starters.—E. A. Nelson, Springfield, 25 yards, first; M. Dirnberger, Buffalo, 35 yards, second; C. W. Davis, Chicago, 20 yards, third. Time, 1:05.

Final heat, thirteen starters.—A. I. Brown, first; Paul Grosch, second; A. T. Crooks, third; A. A. Zimmerman, fourth; M. Dirnberger, fifth. Time, 1:02 2-5; Zimmerman's time, 1:03; last quarter, :30 3-5.

Two-mile 5:50 class, first heat, six starters.—M. H. Burt, first; A. W. Warren, second; M. Nelson, third; W. B. Inks, fourth. Time, 5:50 2-5.

Second heat, ten starters.—P. Grosch, first; E. A. Nelson, second; Gus Steele, Chicago, third; Isaac Baird, Charleston, fourth. Time, 6:11 3-5; last quarter, :30 3-5.

Third heat.—A. T. Crooks, first; E. L. Blauvelt, second; T. J. Byrne, Chicago, third; C. T. Nelson, Springfield, fourth. Time, 6:07 3-5.

Final heat, nine starters.—Gus Steele, first; A. W. Warren, second; Paul Grosch, third; A. T. Crooks, fourth; E. L. Blauvelt, fifth; M. H. Burt, sixth. Time, 5:15 4-5; last quarter, :30 1-5.

One-mile open, first heat.—G. F. Taylor, first; W. W. Windle, second; W. A. Rhodes, third; H. Smith, fourth; J. P. Bliss, fifth. Time, 2:59 1-5.

Second heat.—H. C. Tyler, first; A. A. Zimmerman, second; H. A. Githens, third; G. L. Gary, fourth. Time, 2:31 2-5.

Final heat.—W. W. Windle, first; H. C. Tyler, second; A. A. Zimmerman, third; G. F. Taylor, fourth; H. Smith, fifth; H. A. Githens, sixth; W. A. Rhodes, seventh. Time, 2:45 2-5; last quarter, :29 4-5. No race.

One-mile open, run over.—A. A. Zimmerman, first; G. F. Taylor, second; Hoyland Smith, third; H. A. Githens, fourth; M. Dirnberger, fifth. Time, 2:38 1-5.

Two-mile Illinois division championship, five starters.—J. P. Bliss, first; C. T. Knisley, second; E. C. Bode, third; F. Nessel, fourth; H. A. Githens, fifth. Time, 5:30.

Five-mile handicap, first heat, fifteen starters.—After the men had gone four miles all had dropped out but the following eight, who qualified without finishing: M. Nessel, W. Hyslop, A. T. Crooks, E. Ulbricht, W. F. Murphy, G. E. Bicker, E. C. Bode, and O. F. Erickson.



Bode. Githens. Emerson. Tuttle. Bliss. Knisley.

START OF ONE-MILE ILLINOIS DIVISION CHAMPIONSHIP, AUGUST 8.

Second heat, fourteen starters.—Gus Steele, 500 yards, first; C. H. Peck, 350 yards, second; J. D. Adams, 500 yards, third; Con Baker, 350 yards, fourth; F. M. Prencil, 500 yards, fifth; M. H. Burt, 450 yards, sixth; J. Hrach, 500 yards, seventh; Isaac Baird, 200 yards, eighth. Time, 13:46 4-5.

Final heat.—J. P. Clark, first; E. C. Bode, second; A. T. Crooks, third; Gus Steele, fourth; W. F. Murphy, fifth; W. Hyslop, sixth. Time, 12:28 2-5.

#### TUESDAY.

Zimmerman and Johnson met today for the first time, and the former demonstrated in a very convincing way that the western wonder was not in the same class with him—in short distance races at any rate. This was not the only feature of the second day's races, for Tyler set up a track record that would have been the world's record a couple of weeks ago.

The crowd in the afternoon numbered about 3,000 and was very demonstrative. The weather was almost perfect, a hot sun beating down on the track and but little wind stirring. Sanger was not able to mount, but L. S



Meintjes, the South African, and John S. Johnson made their appearance for the first time during the meet. The quarter-mile open was watched for with great interest, as it would bring Zimmerman and Johnson together for the first time.

#### Johnson Runs Third.

Johnson had been saving himself for the event. Zim let Taylor beat him in his heat; Johnson beat the others easily, while Herbie Githens got the jump in his heat and was never headed. The final brought out Zimmerman, Taylor, Johnson, Githens, and E. C. Johnson. At the crack of the pistol Zimmerman jumped out and shot two lengths ahead of the others. All of them got down to work immediately and the five took the first turn in fine style, Zimmerman leading, Taylor next at the pole, with Johnnie Johnson struggling to pass him. Zim commenced to forge ahead and came into the finish a good two lengths ahead. Johnson ran wide and rode nearly on the outside of the track. The Manasquan man glanced around and then came on grandly. The field resembled a flock of geese, Zimmerman with that small head of his wagging like an old gander's and watching the others.



J. S. Johnson. Taylor.

With one supreme effort he pulled away and dashed across the tape a good fifteen yards ahead of Taylor, who beat Johnson out by ten yards. The quarter was done within two-fifths of a second of record, Elliott's chronograph catching it at :30 30-60. This was the result of the first meeting between the eastern and western cracks.

#### Track Records Made.

Johnson started to make a record for the track in the second heat of the mile handicap. Starting from the twenty-yard mark he tried hard to catch his field, but the rubber on his right pedal broke at a critical moment and retarded his speed. He caught the tail end of the bunch on the last turn and started to plow his way through. His efforts were in vain for he failed to qualify, finishing fourth. The timers caught his time to his mark. It was 2:18 3-5.

Tyler made a vigorous kick because Handicapper Miles had given him twenty yards over Zimmerman. In his heat he went back to scratch and announced that he would go for record. He caught Lumsden and paced by him, and overhauled the bunch on the second turn around. He waited a bit, and when he started again the others were strung out some distance ahead. Kennedy made a desperate finish and crossed the tape a foot ahead of Tyler and Lumsden, who were tied for second place. Hoyland Smith was but several hair lengths behind the others. Time, 2:13 3-5.

The record did not stand long, for Tyler again took a crack at it in the final in the afternoon. He lowered it to 2:11 2-5, and if Banker had not slowed him somewhat Sanger's 2:09 4-5 would have been placed on the shelf. At the jump he caught Lumsden, Meintjes, and Banker, and the quartette started in active search of the others. In the final rush they couldn't get through and Dirnberger won a fine race from W. F. Murphy.

#### A Vexed Question Settled.

There has been considerable rivalry between the Chicago and Illinois clubs and it was all settled in the two-mile team race. The Springfield (Mass.) B. C. team was also entered, but E. A. Nelson's injuries crippled it and it stayed out. Bliss, Tuttle, and Githens represented the C. C. C., while Knisley, Rhodes, and Kennedy rode for the Illinois. Bliss scored the first lap and on the next Rhodes laid back and then sprinted by the others on the back stretch. He gained a big lead and kept it until the tape was crossed. His trick availed him but little, as he played himself out and brought up the rear for the rest of the way. Kennedy pushed Tuttle hard on the third lap and crossed the tape second. The Illinois men gave out before the end and Githens, Bliss, and Tuttle finished neck and neck. Score: 76 to 53 in favor of the three C's. Tuttle scored the largest number of points, with Bliss second, and Githens third.

A team race will be run under special rules on Friday, in which the New York Athletic Club, the Springfield B. C., the Chicago C. C., the Illinois C. C., and teams from Hartford and Buffalo will be represented. This will be a hot race, as it will bring all the cracks together.

#### Meintjes First Appearance.

L. S. Meintjes made his bow to the American public in the sixth heat of the two-third mile handicap. Mr. Miles had kindly allowed him forty yards and he took it. He is a slow starter, but once under way he does not let any grass grow under his wheels. Riding easily he caught his men one by one and immediately took the pace. He showed himself to be a poor finisher, being beaten at the tape by Paul Grosch and W. F. Murphy. He next came out in the mile handicap. He repeated his performance and caught up easily. Bliss gave up in the final sprint and A. I. Brown romped in first, just ahead of Meintjes. The South African finished in the ruck in the final. The general opinion of him was that he is a good man against the watch, but lacks the necessary sprint at the finish. He rides easily and has a graceful movement. He will be dangerous in the sixty-mile championship.

#### Division Championships.

The one-mile Illinois division championship was a loaf, and although it was run twice the referee called it no race. It was a struggle between Tuttle and Bliss and the latter proved victorious both times, although pushed hard by Johnson's stable companion.

Rhodes did not deserve to win the five-mile championship, as he would not do his share of the donkey work. Knisley did the most of it, as Rhodes refused to set pace for more than one lap. Keator dropped out at two miles. Rhodes ran in an easy winner, Bode second, and Knisley a bad third. The time, 13:24 2-5, was not bad.

#### Summary:

Two-third mile handicap, first heat, six starters.—C. W. Davis, 40 yards, first; T. J. Byrne, 85 yards, second; G. L. Emerson, 60 yards, third; F. Waller, 80 yards, fourth. Time, 1:28.

Second heat, ten starters.—E. C. Bode, 65 yards, first; E. C. Johnson, 65 yards, second; A. N. French, 50 yards, third; J. P. Clark, 50 yards, fourth; C. F. Alsop, 95 yards, fifth. Time, 1:26 3-5.

Third heat, seven starters.—A. T. Crooks, 30 yards, first; H. Smith, 50 yards, second; A. D. Kennedy, 75 yards, third; M. Nelson, 80 yards, fourth. Time, 1:26 2-5.

Fourth heat, nine starters.—A. I. Brown, 65 yards, first; W. W. Windle, 15 yards, second; J. P. Bliss, 30 yards, third; Con Baker, fourth; G. A. Banker, 35 yards, fifth. Time, 1:27 2-5.

Fifth heat, ten starters.—W. L. Swendeman, 90 yards, first; E. L. Blauvelt, 50 yards, second; C. T. Knisley, 60 yards, third; Isaac Baird, fourth. Time, 1:27 2-5.

Sixth heat, ten starters.—P. Grosch, 70 yards, first; W. F. Murphy, 50 yards, second; L. S. Meintjes, 40 yards, third. Time, 1:26 3-5.

Final heat, thirteen starters.—W. F. Murphy, first; A. I. Brown, second; Paul Grosch, third; H. Smith, fourth. Time, 1:23 1-5.

One-mile 3-minute class, thirteen starters.—W. A. Thompson, first; A. Longley, second; E. P. Richardson, third; F. M. Preucil, fourth; L. O. Wilcoxon, fifth; James Levy, sixth. Time, 2:38 2-5.

Second heat, fourteen starters.—P. Van Boeckman, first; J. I. Brandenburg, second; M. Nelson, third; F. Miller, fourth; J. W. Adams, fifth; C. E. Parkes, sixth. Time, 2:37 2-5.

Final heat.—J. I. Brandenburg, first; M. Nelson, second; E. P. Richardson, third. Levy finished third, but was disqualified for stealing on the pistol at the start. Time, 2:52.

One-mile handicap, first heat.—A. I. Brown, 85 yards, first; L. S. Meintjes, 40 yards, second; J. P. Clark, 70 yards, third; T. J. Byrne, 140 yards, fourth. Time, 2:17 2-5.

Second heat, eleven starters.—W. L. Swendeman, 140 yards, first; W. F. Murphy, 60 yards, second; A. Longley, 135 yards, third; J. S. Johnson, 20 yards, fourth; W. L. Darmer, fifth. Time, 2:15. Johnson's time for the full mile was 2:18 3-5.

Third heat, seven starters.—Con Baker, 95 yards, first; L. O. Wilcoxon, 150 yards, second; E. P. Richardson, 130 yards, third; M. Nessel, 140 yards, fourth; A. T. Crooks, 40 yards, fifth. Time, 2:15 2-5.

Fourth heat, ten starters.—A. D. Kennedy, 110 yards, first; H. C. Tyler and A. E. Lumsden tied for the second; H. Smith, fourth. Time, 2:13 3-5. Tyler's time from scratch, 2:13 4-5.

Fifth heat, ten starters.—G. A. Banker, 50 yards, first; A. L. Baker, 120 yards, second; E. L. Blauvelt, 75 yards, third; F. Miller, 150 yards, fourth. Time, 2:15 4-5.

Sixth heat, six starters.—A. W. Warren, 60 yards, first; M. Dirnberger, 75 yards, second; P. H. Sercombe, 100 yards, third; R. M. Tidd, 160 yards, fourth. Time, 2:20 1-5.

Final heat, thirteen starters.—M. Dirnberger, first; W. F. Murphy, second; H. C. Tyler, third; A. E. Lumsden, fourth; A. W. Warren, fifth. Time, 2:11 1-5. Tyler's time, 2:11 2-5.

One-mile Illinois division championship, six starters; time limit, 2:40.—J. P. Bliss, first; F. H. Tuttle, second; E. C. Bode, third; C. T. Knisley, fourth. Time, 2:49. No race.

Run-over.—J. P. Bliss, first; E. C. Bode, second; F. H. Tuttle, third; G. L. Emerson, fourth. Time, 2:57. Race declared off.

Quarter-mile scratch, first heat, four starters.—G. F. Taylor, first; A. A. Zimmerman, second; A. W. Warren, third; Hoyland Smith, fourth. Time, :33 1-5.

Second heat, five starters.—J. S. Johnson, first; A. E. Lumsden, second; E. C. Bode, third; G. L. Gary, fourth; C. W. Davis, fifth. Time, :34.

Third heat, six starters.—H. A. Githens, first; E. C. Johnson, second; W. Hyslop, third; W. F. Murphy, fourth. Time, :33 3-5.

Final heat.—A. A. Zimmerman, first; G. F. Taylor, second; J. S. Johnson, third; H. A. Githens, fourth; E. C. Johnson, fifth. Time, :30 2-5.

Two-mile team race.—Chicago C. C., 76 points, first; Illinois C. C., 53 points, second. Time, 5:28 2-5.

Five-mile Illinois division championship, four starters.—W. A. Rhodes, first; E. C. Bode, second; C. T. Knisley, third. Time, 13:24 2-5.

Two-mile lap race.—A. A. Zimmerman, 17 points, first; G. L. Gary, 12 points, second; H. Smith, 5 points, third. Time, 5:37 4-5.



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GEO. K. BARRETT, EDITOR.

## WHERE ARE THE CHAMPIONS?

Well, well, the international championships are on, but America seems to have almost a complete monopoly of the champions. England, after all her activity in organizing the International Cyclists' Association, has but a single representative here, Osmond; and he rides avowedly that the union which he represents may have a chance to participate in the profits that may arise from the meet; a chance which, by the way, is very remote. The promoters of the meet, in their anxiety to do everything in the best possible style, have been more than lavish in their expenditures, and it is doubtful whether there will be any balance on the right side of the ledger at the close of the meet.

The Mexican champion came, and after seeing the riders with whom he would have to compete, silently packed his grip and as silently stole away. He did not even wait to see the preliminary heats of the first day. The sight of the men was enough for him. The Italian champion, who was reported on his way to Chicago, has failed to materialize. The South African champion is here to ride; but he does not represent a country which is a member of the International Cyclists' Association, and this leaves the Canadian champion as the only fair representative of the foreign countries and a member of the International Cyclists' Association to compete at the meet. Explanations from those who were so ready to assist in promoting the association and so ready with their promise of support are now in order.

Has England no riders? If she has none who could hope to defeat the American champions, she might at least have had the courtesy to send us one representative rider and pay his expenses to show that she at least realizes the importance of the occasion and to show her good-will. But there is the rub. Her good-will, we fear, is lacking. Her action in this case is quite on par with her treatment of Zimmerman. We regret that such is the case, for we feel that there is no just cause for it. However, America certainly has enough riders of her own to do without foreigners, and if the latter see fit to ignore the first championships, the sooner we are done with them the better.

The International Association has proven a great fizzle, but none of the blame can be laid at the doors of those who undertook the most onerous duties in connection with the first annual meet. As a national meet of the League of American Wheelmen the Chicago affair is a great and glorious success.

## ELECT THE RACING BOARD.

In view of the fact that members of the league will insist on acting the part of politicians, and that the president has unlimited power in the appointment of officials, one of whom, at least, is as important as the president himself; that the governing of racing is an entirely separate and distinct department and one in which the great membership of the league at large takes more interest than all the rest put together, it seems that the present manner of appointing the Racing Board is not a good one. We have no criticisms to make of the present board. Indeed, it is a long time since we have had one as good.

If there were no Racing Board to appoint, aspiring candidates for the presidency would have less "patronage" to dispose of, and that of itself would be a good thing. The members would elect their own candidates to the board and would hold them responsible for the strict carrying out of

their duties. The offices of the members of the Racing Board are certainly of no less importance than those of the vice-presidents, the secretary, and the treasurer, and we see no reason why they should not be elected in a similar manner.

The best plan that could be adopted would be to have the country divided by the constitution into four or six districts, each of which should elect one member to the board to serve with a chairman who should be elected in the same manner as the president, from no particular district.

We recommend the idea to the consideration of the thinking membership of the league.

## GIVE US PACEMAKERS.

The slow time in which some of the heats in the most important races are run goes to show that something more is needed to insure fast racing than the mere placing of time limits on the races. The mile open the first day, in which Windle won the final heat in a fraction over 2:45, and which was declared no race because the time limit of 2:40 was not reached, is a good example of what injury the laziness, or whatever you may call it, of the racing men works. When the race was called to be run over, both Windle and Tyler failed to ride again. It has always been the Millbury lad's practice to refuse to ride a race over when the time limit was not reached. The men in riding the race knew very well that they were not riding inside of the limit, and risked their chance for the prize when they refused to set a hotter pace. The question now arises whether the English system of using pacemakers in important races is not one worthy of at least a trial. It is certain that something must be done if it is desired to keep public interest in racing up to concert pitch.

## WHAT THE PUBLIC LIKES.

We can not but admire the sportsmanlike manner in which Zimmerman conducts himself at the various race meetings. As great a reputation as he has, he, unlike many a man with less at stake, does not hesitate to get out and ride in any and all races, whether in the very best of form or not. At the international meet he avowed his intention, before the first race was called, of getting out and riding in as many races as he was capable of each day, and manfully he has fulfilled his promise. It is conduct like this that makes a man stand high in public favor, and the warm reception which the Jerseyman was given shows in what high public favor he is held.

## STRAY SHOTS.

### Ought to have the Pros Here.

It seems a pity that we are not to have the pick of the French riders here. They are professionals, to be sure, but that is nothing. It would do no harm to run amateurs and professionals together once a year so long as they did not ride for money prizes. What the cycling world wants to know is, Who is the world's fastest rider.

### Conditional License Condemned.

With few exceptions the British cycling press have roundly condemned conditional license. The whole matter is summed up by saying that if a man is not an amateur he should have no license at all; and if he is, there is no reason why he should have any conditions attached to it. The tone of the press indicates that if conditional license can not be done away with in any other way, that it will have to go along with those who invented it.

### French Racing Women.

Are we about to have woman enter actively into racing? She has tried nearly all of the other professions and is seemingly never content. In France she is making a bold bid for support, and several of the French papers are organizing "ladies' bicycle races," while numbers of Frenchwomen are about to go against the watch at the Buffalo track.

### We Have Never Found it so.

*Cycling*, our bright English contemporary, in its latest issue to hand, propounds the question at the head of one of its editorials, which we have not found time to read, "Is Cycling Injurious to the Nerves?" To tell the truth we have not found it half as much so as some of its conditional license supporting competitors. No, *Cycling* gives its readers what they want to read in readable form.

### What is the Reason Why?

One of the strangest things in this life is the amount of confidence that the promateur has in his friends and men who are not his friends. What is more wonderful still, is the scarcity of cases in which that confidence is misplaced. If Chairman Raymond of the Racing Board could hear a tithe of the things that prominent racing men say to acquaintances in one day, he would have enough work on his hands to keep him busy for months.

### How Shorland Got His License.

A French paper says the following was softly whispered around Herne Hill lately: It will be remembered that when the 24-hour race was



announced, Shorland said he would not compete in this race and declared he would not race this year, but quietly went into training. Some journals said Shorland could not get a license. A member of the Humber Co., where Shorland is employed, said to him: "If the N. C. U. refuse to give you a license if you ride the Humber machine, tell them you will sue them for \$10,000 damages and we will pay the expenses of the suit." Were the N. C. U. afraid they would lose the suit? Shorland received his license and that is the reason his license is No. 5,364, one of the last issued.

#### Good for Madame Kuntz.

Cycling is progressing well in Algiers. A stone-throwing Arab was recently well punched by Madame Kuntz, the wife of a well-known mechanic in the Rue Constantine, just as he was about to shy stones at a group of wheelmen, among whom was Mr. Kuntz.—*Wheeling*.

It is refreshing to learn that cycling is progressing in the out-of-the-way corners of the globe, and doubly refreshing to learn that its advocates have the active support of their spouses. It seems a little odd, however, to hear our e. c. speak of Madame and *Mister* Kuntz.

#### Just like Yonny Yohnson.

Jaap Eden was a champion skater and a Dutchman, and now he is a champion bicycle rider and a Dutchman. He has been cycle racing but a little while, but roundly defeated Scheltema-Beduin, the erstwhile one-mile champion of England and Holland, and Rademacher, last year's Dutch champion, in both the recent Dutch championships.

It is an established fact that skating and cycle riding exercise the same muscles and there is no reason why, if good skaters should make good

## WHAT RAYMOND THINKS.

**He Says the Absence of Representatives of Countries in the International Association is Scandalous—Don't Like the "Bulletin" Contract—Zim and the N. C. U.**

"Good-morning, Mr. Raymond," said a BEARINGS representative.

"Good-morning."

"What do you think of the foreign representation at the meet?"

"I think it is scandalous," said Mr. Raymond, "that the countries represented in the International Cyclists' Union are so poorly represented. The only foreign countries represented at all are Canada, England, and South Africa, and the last named is not a member of the union. Mr. Osmond, who will represent England, only does so because, without having a representative here, they would be unable to participate in any profits that might accrue from the meet.

"Yes. I think it is scandalous. As a matter of courtesy alone, I expected that the principal countries in the union would be represented, even if they sent men who could ride no better than a 3-minute gait."

"Are there any new developments in the case of Zimmerman and the N. C. U.?"

"No. As soon as there are any developments, I will make them public, for I feel that this is a case in which every cyclist is interested, and think that it is my duty to keep nothing back, whatever phase affairs may assume."

"Is the stand that you have taken in this matter final and irrevocable?"

"Yes. We have fairly defined our position and there will be no deviation from it and no backing down. In writing my letter to the N. C. U. I tried to make it as dignified as possible, while giving the union to under-



GROUP OF RACING MEN TAKEN AT DETROIT, AUGUST 2.

bicycle riders, why good bicycle riders should not make good skaters. It is now in order for Sanger, Zimmerman, and other shining lights in the cycling world to turn their attention to skating and become champions at the winter sport.

#### BROKE THE HOUR RECORD.

G. E. Osmond, a brother of the great Frederick J., has turned up as a record breaker. On August 2, at Herne Hill, he lowered the hour record to 1:00:04, taking three-quarters of a minute off the time recently made by L. S. Meintjes. Osmond is six feet one and a half inches tall, and weighs 160 pounds. He is twenty-two years of age.

#### The Columbia's Relay a Failure.

The attempt of the Columbia Wheelmen to run a relay race over the Elgin-Aurora course in five hours flat was a failure, owing to some of the riders failing to show up. The relay started at 9 o'clock Sunday morning, Fred Nessel taking the first relay. He rode the five miles in less than 14 minutes. Charles Holtz rode a double relay and was laid up at St. Charles, sick from the effects of his ride. G. S. Olson, Holtz' relief, made a good ride, his five miles being done in 14 minutes. Aurora was reached at 1:20 p. m., 1 hour late. J. Schneider rode a double relay. McMahon had to ride fifteen miles and should have been relieved by J. A. Erickson. The latter failed to show up and the ride was abandoned. Another attempt will be made in two weeks.

#### Fairchild's Good Performance.

C. M. Fairchild, of Chicago, rode four centuries in three days,—to St. Louis, 352 miles, in 56 hours; and 48 miles over the Manchester road in 5 hours. The C. R. C. say he can have but three bars, as these were not four continuous rides.

stand thoroughly that with American affairs they have nothing whatever to do, and that we will brook no interference with our riders by any one outside of America."

"I understand, Mr. Raymond," said THE BEARINGS man, "that England delegated a certain Doctor Barrett to represent her at the meet. Is this true?"

"Yes," said Mr. Raymond, "but Doctor Barrett has been a resident of this country for some time, and did not come to me as a rider, but merely to represent England and take charge of her share of any profits that might be made at the meet. He was very promptly informed that as England was not sending any riders, it was not necessary for her to have any representative, as she could not participate in any of the profits; if, indeed, there were any to divide. Doctor Barrett seemed very much surprised at our action, but it was the only course we saw open to us, and it is since then that Osmond has entered and avowed his intention to race. This, of course, will give England's representative an opportunity to help divide the spoils. Under the circumstances, I would a great deal rather Osmond would not ride at all. Their action is certainly not at all becoming."

"What can you tell me about Murphy's suspension?"

"Nothing, I am sorry to say. You know that we poor members of the Racing Board have our mouths padlocked."

"Isn't this rather annoying, Mr. Raymond?"

"Yes it is, very, and I think it is a shame; but so long as the contract with the *Bulletin* remains in force, I will be obliged to do my best not to violate any of its conditions. We have already been notified that we are violating the contract and have sent for a bill of particulars—the charges as to what we have done to violate the obnoxious contract."

"Well, Mr. Raymond, there is no padlock on Mr. Murphy's mouth, is there?"

"No," said Mr. Raymond laughingly, "the league can not influence Mr. Murphy much more."



## MORE OF THE GREAT MEET.

### WEDNESDAY.

Finer weather could not have been made to order, and today was but a repetition of the others. It was hot, but a cooling breeze kept the 3,000 odd people in good humor, and made them ready to applaud any good performances; and they had plenty of chances to do so.

Walter Sanger, stiff and sore from his fall on Monday, sat in the grand stand and saw Zimmerman, his rival, ride rings around Johnson in the quarter-mile championship and the third-mile open, and then saw the clever little western rider turn the tables and beat Zim in the five-mile championship. This last was the best race of the meet, for there it was that a world's competition record went, and Johnson won his greatest victory. Zimmerman, Johnson, Gary, Knisley, Tuttle, Githens, Munger, and Steenson came out and Munger at once took the pace, making it quite warm. Zim rode next to last, with Johnson in a good position. The first mile was done in 2:31. At the second mile Knisley took the pace and

Johnson was given an ovation similar to the one Githens received last year when he beat Sanger at Parkside, and the crowd howled for Johnson, and would not be satisfied until he came out and rode around the track. Joe McDermott brought out Zimmerman's wheel and showed the audience that the tire was soft, and ascribed his charge's defeat to this. Zimmerman, however, never said a word, taking his defeat in the usual way.

### The Ordinary Race.

After the five-mile race, probably the next best was the one-mile ordinary race. It was certainly laughable and just caught the fancy of every one. It was probably the last appearance on the track of the good old ordinary and the Star, and two of the men who rode were best fitted to ring down the curtain on the old timers. Zimmerman, who first became known to fame on a Pony Star, came out with a huge smile and a seventy-two-pound machine, closely followed by W. F. Murphy, once the best handicap rider in an ordinary race. They mounted and posed for a picture. Zim's legs were up around his ears and Murphy looked half afraid. Suddenly Zimmerman threw back his head and commenced to laugh, Murphy followed suit, and



OFFICIALS OF THE MEET.

pulled away from the bunch, but Zimmerman brought them up. This distance was negotiated in 5:07 1-5. Munger dropped a lap and then took the pace and at three miles the watches said 7:37 2-5. Knisley's willingness to do "donkey" work gave him a world's record, for he was pacing when the four-mile post was passed, and the former figures of 10:13 2-5, made by Munger at Evansville, Ind., last year were cut to 10:13 1-5, and Knisley gets the record.

When the men were informed that they were inside of record, they immediately warmed the pace, Zimmerman letting out, with Johnson on his back wheel. The latter was playing for position. Into the home stretch they came, and Zimmerman commenced his sprint. The western wonder bent his back and worked as he never worked before. Gradually he crept up on Zimmerman, and inch by inch began to forge ahead, and when within three yards of the tape he was two feet ahead. Zim knew he was beaten, and sat up, following Johnson home three feet in the rear. Zimmerman's face expressed surprise and disappointment when he sat up, and more than one remarked it. The time for the five miles was 12:41, the previous record being 12:36 3-5, made by Lumsden at Evansville.

soon every one was shouting with laughter. Just as the pistol was about to be fired O. Neiswonger, of Oran, O., came out with a pneumatic-tired front driver. Zim and Murphy looked scared, but stuck to their machines. Murphy set the pace at a wobble, with Zimmerman struggling along behind and the front driver several yards in the rear. On the third lap Zim played for position and passed Murphy just rounding into the home stretch. Here Neiswonger made his effort and tried to run in ahead, but those long legs of Zimmerman's had not forgotten their cunning, and taking short quick strokes Zimmerman shot across the tape the ordinary champion of the United States, Neiswonger second, and Murphy a bad third. Zimmerman would not have had the proud title had not some person maliciously stuck a pin into the front tire of the front driver, letting all the air out.

### Fast Time in the Handicaps.

That the Chicago track is fast no one can deny when they hear the times made in the handicap races. There is not a single loaf. At pistol-shot every one is digging for all he is worth and there is never a let up until the tape is crossed. A. T. Crooks is proving himself to be a phenomenal handicap rider, always running one, two, or three. In the first heat of the



mile handicap Meintjes and Bliss were the back-mark men and soon had the bunch. Leonhardt fell, but escaped uninjured. In the sprint home Tuttle beat the South African out handily.

Johnson and Taylor were on scratch in the second heat and the latter got right down to business and opened a gap between himself and Johnson that Johnnie had hard work to close. They rode too hard and when they had caught the tail end of the crowd on the last lap they were exhausted and gave up the struggle.

Osmond was down for scratch in the third heat, and the crowd was disappointed when he didn't get up. Crooks was on the fifty-yard mark and had no trouble in winning out. Hoyland Smith captured the fourth heat



FINISH OF THE ONE-MILE ORDINARY CHAMPIONSHIP, AUGUST 9.

easily from A. I. Brown, and S. H. Ellithorpe annexed the fifth heat, in 2:10 4-5. Sercombe was the winner of the next one.

The final was the finest handicap race yet seen and the fastest. A. T. Crooks, on the fifty-yard mark, was the virtual scratch man, with a field of twelve strung out 100 yards ahead. He did good head work, and caught the leaders on the last turn. He came up on the outside and won easily in 2:07 1-5, which is remarkable for a handicap race.

#### Quarter-Mile Championship.

Zimmerman had no trouble in beating Tuttle, Banker, and Gary out in his heat of the quarter-mile national championship, but Tyler did not have so easy a time in disposing of Johnson, who pushed the Springfield man right to the tape. The final brought out Zimmerman, Johnson, Tyler, and Tuttle. Zim had the pole, with Johnson on the outside. It is needless to say that the race was not a loaf. Johnson came into the stretch last and made a fine sprint, nipping Tyler near the tape. Zimmerman won, with three feet to spare, in :31 2-5. Tuttle was well up. Johnson made the fastest eighth, but was in too poor a position to push Zimmerman hard.

#### Another Defeat for Johnson.

Although Johnson had the pole in the first heat of the third-mile open he did not get his legs quick enough, and Zimmerman and Taylor both beat him out. The last quarter was done in :30 3-5. Harry Tyler did better than this in the next heat, for he made the third in :42, the last quarter being done in :27 4-5. Johnson was sixth from the pole in the final, but at the start he dropped back and cut over to the pole right behind Zimmerman. Rounding into the stretch, Taylor and Tyler nearly came together, and Taylor gave up. This destroyed Tyler's stride, but he quickly regained it, although too late to beat Zimmerman, who won easily. Johnson was third. The last quarter was done in :28 4-5.

#### Bliss' Presence of Mind.

There was nothing remarkable in the preliminary heats of the two-mile handicap save Hoyland Smith's fine sprint into fourth place in the third heat. In the final, had it not been for the rare presence of mind of J. P. Bliss there would have been a general fall and many would have been injured. The bunch had been caught, when Bliss' handle-bar came loose and his wheel began to wobble. "Look out!" he cried, and reached down and grabbed his fork crown with his left hand. He slowed down and A. W. Warren was the only one to fall. If Bliss had not been quick to act the whole bunch would have gone.

This was not the only fall in this heat. In the rush for home Brandenburg wobbled and touched W. F. Murphy, who was coming up on the outside. Both went down, Murphy striking the fence on his way over the bank. His ankle was sprained and he sustained a severe bruise on the temple. He will not ride again this week.

#### Sanger Will Not Ride.

Professor Culver stated today that Sanger had received internal injuries and would not be able to ride again for two weeks. It would be folly for Sanger to get up in the condition he now is. He walks with a perceptible limp and carefully holds his head to one side. He wanted to ride in the international races, but gave it up on the advice of his trainer.

It was announced that Osmond would ride Saturday in the mile international.

#### Summary:

One-mile novice, seven starters.—G. E. Bicker, first; L. O. Wilcoxon, second; C. T. Klugsted, third; E. C. Adams, fourth. Time, 2:42 4-5.

One-mile handicap, first heat, ten starters.—F. H. Tuttle, 70 yards, first; L. S.

Meintjes, 55 yards, second; J. P. Bliss, 50 yards, third; J. P. Clark, 75 yards, fourth. Time, 2:12 3-5.

Second heat, seven starters.—W. L. Darmer, 180 yards, first; W. L. Swendeman, 175 yards, second; W. F. Murphy, 60 yards, third; E. C. Bode, 95 yards, fourth. Time, 2:13 2-5.

Third heat, ten starters.—A. T. Crooks, 50 yards, first; Conn Baker, 100 yards, second; W. H. Mullikin, 70 yards, third; G. L. Emerson, 80 yards, fourth; C. V. Dasey, 110 yards, fifth. Time, 2:12.

Fourth heat, eleven starters.—Hoyland Smith, 80 yards, first; A. I. Brown, 90 yards, second; A. N. French, 80 yards, third; A. E. Lumsden, 45 yards, fourth. Time, 2:14 2-5.

Fifth heat, six starters.—G. H. Ellithorpe, 150 yards, first; A. L. Baker, 130 yards, second; Frank Waller, 140 yards, third; G. L. Gary, 55 yards, fourth. Time, 2:10 4-5.

Sixth heat, eight starters.—P. H. Sercombe, 120 yards, first; A. W. Warren, 65 yards, second; E. L. Blauvelt, 85 yards, third; M. Dimberger, 70 yards, fourth. Time, 2:13 2-5.

Final heat, thirteen starters.—A. T. Crooks, first; G. H. Ellithorpe, second; L. S. Meintjes, third; H. Smith, fourth; W. L. Darmer, fifth. Time, 2:07 1-5.

Quarter-mile national championship, first heat.—A. A. Zimmerman, first; F. H. Tuttle, second; G. A. Banker, third; G. L. Gary, fourth. Time, :32.

Second heat.—H. C. Tyler, first; J. S. Johnson, second; W. F. Murphy, third. Time, :32 1-5.

Final heat.—A. A. Zimmerman, first; J. S. Johnson, second; H. C. Tyler, third; F. H. Tuttle, fourth. Time, :31 2-5.

Two-mile handicap, first heat, seven starters.—L. S. Meintjes, 100 yards, first; J. P. Bliss, 100 yards, second; E. C. Bode, 180 yards, third; W. F. Murphy, 120 yards, fourth; F. H. Tuttle, 140 yards, fifth. Time, 4:55.

Second heat, fifteen starters.—A. E. Lumsden, 80 yards, first; A. T. Crooks, 90 yards, second; L. W. Campbell, 320 yards, third; W. M. Burt, fourth. Time, 4:39 3-5.

Third heat, twelve starters.—J. I. Brandenburg, 27 yards, first; Frank Waller, 280 yards, second; A. L. Baker, 250 yards, third; W. E. Barnum, 290 yards, fourth. Time, 4:39 2-5.

Fourth heat, twelve starters.—A. D. Kennedy, 210 yards, first; M. Dimberger, 160 yards, second; P. H. Sercombe, 230 yards, third; A. W. Warren, 120 yards, fourth. Time, 4:34 2-5.

Final heat, fifteen starters.—A. T. Crooks, first; A. D. Kennedy, second; L. W. Campbell, third; A. E. Lumsden, fourth; E. C. Bode, fifth. Time, 4:33 3-5.

Third-mile open, first heat.—A. A. Zimmerman, first; G. F. Taylor, second; J. S. Johnson, third; E. C. Bode, fourth; W. H. Mullikin, fifth. Time, :45 1-5; last quarter, :30 3-5.

Second heat.—H. C. Tyler, first; Paul Grosch, second; G. L. Gary, third; H. A. Githens, fourth; G. L. Emerson, fifth. Time, :42; last quarter, :27 4-5.

Final heat.—A. A. Zimmerman, first; H. C. Tyler, second; J. S. Johnson, third; G. L. Gary, fourth; H. A. Githens, fifth; E. C. Bode, sixth; P. Grosch, seventh. Time, :44 2-5; last quarter, :28 4-5.

One-mile 240 class, first heat.—Paul Grosch, first; M. H. Burt, second; M. Nelson, third; W. E. Barnum, fourth. Time, 2:34 4-5.

Second heat, seven starters.—G. L. Emerson, first; T. J. Byrne, second; J. I. Brandenburg, third; L. W. Campbell, fourth. Time, 2:51 3-5.

Third heat, seven starters.—E. L. Blauvelt, first; Gus Steele, second; A. D. Kennedy, third; F. Nessel, fourth. Time, 2:37 3-5.



TEAM RACE, AUGUST 9. ROUNDING IN TO THE HOME STRETCH.

Fourth heat, six starters.—R. F. Goetz, first; G. H. Ellithorpe, second; Con Baker, third; E. C. Johnson, fourth. Time, 2:49 3-5.

Final heat.—A. D. Kennedy, first; Gus Steele, second; P. Grosch, third; T. J. Byrne, fourth; Con Baker, fifth. Time, 2:29 3-5.

One-mile ordinary, national championship.—A. A. Zimmerman, first; O. Neiswonger, second; W. F. Murphy, third. Time, 3:10.

Five-mile national championship.—J. S. Johnson, first; A. A. Zimmerman, second; F. H. Tuttle, third; H. A. Githens, fourth; G. L. Gary, fifth; H. Smith, sixth. Time, 12:41.

#### THURSDAY.

The mile open was run in two heats instead of four, and the first heat had Zimmerman, Tuttle, Bliss, Taylor, Bode, Lumsden, and Davis in line. The run was a loaf until the last quarter. Zim set most of the pace and at the bell lap let out, with Bliss at his heels. The last quarter was done in :29, Zim winning by a foot from Bliss; Taylor third, and Lumsden fourth.

The second heat was uninteresting, Johnson, Windle, Gary, Clark



Hyslop, Banker, Dirnberger, Nelson, and Meintjes loafing all the way around. Tyler led on the last lap and was never headed. Johnson came up from a poor position in the rear into fourth place, just enough to qualify, Dirnberger being second, and Windle third. Time, 2:53 3-5. No one made an effort, the cracks being content to qualify. Windle has been ill for two days and ought not to have ridden. The heat and the sprint told on him and he fainted after he crossed the tape and had to be carried to his tent.

Seven started in the first heat of the half-mile 1:20 class. H. R. Steenson had an easy time of it, and won as he pleased, F. Miller, of Mulberry, Ind., being second, M. Nelson third, and C. H. Peck fourth; the rest nowhere. Time, 1:17 3-5.

Charles Brown, who has been doing good work in the eastern handicaps, made his first appearance and carried off the second heat in fine style. Ellithorpe was second, James Levy third, and Leonhardt fourth. The last

The programme opened with the half-mile national championship. But six got up for the race, Tyler, Lumsden, Tuttle, French, Rhodes, and Gary being the men. Tyler took the pace and got a big lead, which he held until the tape was passed. Lumsden and Tuttle had a battle royal for second place, but the Syracuse man gave up near the tape and Lumsden got it. French was third and Rhodes fourth.

#### Two more Scalps for Johnson.

Without any rest Tyler got up in the mile open. Zimmerman had qualified, but did not come out. With Tyler were Bliss, Johnson, Taylor, and Dirnberger. A time limit of 2:40 was placed on the event. Bliss was forced to the front, and led for a lap, until Johnson went up to get a position. He fell in behind Tyler. His was a wise move, for on the last lap Tyler struck out for home with Johnson trailing. Like a comet he came around the bend, and Dirnberger made his effort. He shot his bolt too soon, for the two leaders and Taylor, who had also come up, had no trouble in leaving



START OF THE ONE-MILE ORDINARY CHAMPIONSHIP, AUGUST 8.

quarter was ridden in :33 and the half in 1:14 2-5. Levy qualified, as this was the fastest heat.

Crooks, Knisley, and Kennedy were the fastest men in the third heat. Crooks was watching Knisley at the finish and Kennedy ran in ahead of him with that peculiar sprint of his. Heywood was fourth. Time, 1:15 1-5.

Paul Grosch won the fourth heat, Clark and Thompson fighting for second. Clark got it, and Thompson didn't qualify. Blauvelt was fourth. Time, 1:15 2-5.

#### The Quarter-Mile Open.

Hoyland Smith was tired out before the first turn was reached in the first heat of the quarter-mile open, and G. F. Taylor, A. W. Warren, F. H. Tuttle, and W. H. Mullikin finished in the order named, in :33 3-5. Lumsden and Zimmerman were the only ones to get up in the second heat, Johnson not riding. This is the first time that Johnson has failed to come out when pitted against Zimmerman. Time, :32 2-5.

Davis followed Tyler closely across the tape in the third heat in :32 1-5. This was the fastest, and as the second man in the fastest heat qualified, Davis rode in the final in the afternoon. A. I. Brown had a walkover with E. C. Johnson in the fourth heat, winning as he pleased. Time, :33 3-5.

#### The Mile National Championship.

"All out for the mile national," shouted Clerk Perrett, and in response to his call Tuttle, Zimmerman, Taylor, Gary, Munger, Rhodes, and Bliss lined up for the first heat. No one seemed willing to take the pace and Zim and Taylor brought up the rear. Munger, the indefatigable, led at a crawl for two laps. At the bell Zim and Taylor went up and the sprint for a quarter followed, Zim running ahead and winning looking around; Taylor and Bliss coming in second and third respectively. Time, 2:54. Last quarter, :28 4-5.

Tyler, Dirnberger, and Lumsden were the only ones to come out for the second heat and they qualified without riding.

All of the heats were run off speedily and the preliminaries were over by 11:30, twelve heats being run in an hour.

Just after 1 o'clock a few clouds drew their cooling shades over the blazing sun, and rain was predicted. It was a false alarm, however, for when the bell rang for the half-mile national championship the sky was cloudless and the weather had a distinctly hot flavor. There were about 3,500 people present and the races were good all the way through.

him. Then came the struggle. Johnson turned pale and dug into his pedals. He beat both Tyler and Taylor out by two feet; Tyler was second, Taylor third, Dirnberger fourth, and Bliss fifth. There was a good deal of disappointment expressed when it was found that the time limit had been exceeded by 1 2-5 seconds. The referee would not allow it and ordered it run over.

Before Johnson dismounted, Tom Eck said: "I wish the press would examine the wheels and see if there are any flat tires." This caused a laugh.

The four cracks preferred to stay out of the two-mile national championship and try for the quarter. So when the former race was called Lumsden, Munger, Knisley, Gary, French, and Smith were the only ones to come out. Knisley's chain broke at the start, and the men were called back. The referee was careful to put a time limit of 5:50 on the event. Knisley immediately started out at a hot clip, and poor Munger had enough before they had gone a lap. Knisley again proved himself a true sportsman, for he did more than his share of pacemaking. The other men did not do their duty, for they let Knisley set every inch of pace until the third turn on the last lap was reached, and then Gary let out. Lumsden was on even terms with him in the stretch, but when within 100 feet of home Gary cut over, and Lumsden had to slacken, giving Gary the race. Hoyland Smith was third, and French fourth. Time, 5:07.

#### Zim's Phenomenal Sprint.

Although Zimmerman got off first in the final heat of the quarter, Taylor jumped him and had the lead at the turn. In the middle Zim made a fearful sprint and passed Taylor as if he had been standing still and romped home an easy winner. Taylor was second, and was pushed hard by A. I. Brown. C. W. Davis brought up the rear. Time :31 1-5.

#### Tandem Record Goes.

"Birdie" Munger and Frank Waller were up against Dirnberger and Crooks in the one-mile tandem national championship. The race was a hotly contested one, the former pair setting a hot pace. The sprint started at the beginning of the last lap, but Munger and Waller could not pass the Buffalo team. When the time—2:20 2-5—was announced, it was found that the record of 2:26, made at Baltimore last fall by Dorntge and Penseyres had been broken. The last quarter was done in :30 and the mile in 2:20 2-5.

Young Warren, swathed in bandages, on the 120-yard mark, was the virtual scratch man in the first heat of the two-mile handicap. He could



not catch the limit men, and Steenson crossed the tape first. Nessel was second, Wagner third, and Ulbricht fourth. Time, 4:43. Swendeman walked off easily with the second heat. French was second, Davis third and Hyslop fourth. Time, 4:35 3-5. Crooks had a bad fall in this heat.

The field dropped out one by one in the third heat until only six were left in it. J. P. Clark won out, E. C. Bode second, L. S. Meintjes third, and Tuttle fourth. Time, 4:38. C. T. Nelson and Burt were shut out. E. L. Blauvelt, Gus Steele, Waller, and Bicker qualified in that order in the fourth heat. Time, 4:48. The final heat was hotly contested, but Swendeman won easily, with Waller second.

Zimmerman annexed another championship, and he is now the one-mile champion of the United States. His only competitors were Bliss, Lumsden, and Dirnberger, they being the only ones to come out. Bliss showed a rare turn of speed when he trailed on to Zimmerman and followed the champion home. The two were a dozen lengths ahead of Lumsden and Dirnberger, who finished in the order named.

A. D. Kennedy has the most peculiar sprint of any racing man at the meet. He rides like an ordinary man until the last sprint, and then he sits up, wriggles his shoulders, and his wheel seems to fairly jump along. It fooled Crooks in one of the heats of the half-mile 1:20 class, and came near beating him. As it was the Buffalo man ran in just ahead of Kennedy. Clark, however, was in front of both of them, and won the race.

#### Tyler Gets the Mile Open.

Tyler, Bliss, Taylor, Johnson, and Dirnberger came out for the run-over of the mile open. The men immediately commenced to loaf. Tyler held back to fall in behind and Johnson had done the same thing. They did the standstill until the field threatened to get away from them, and then Tyler gave in.

The race was a miserable loaf until the last lap when Bliss ran up on the bank. The others kept on. Bliss got a good start and went by the bunch like a meteor. He was twenty feet away before Taylor and Tyler could start after him. They didn't catch him until the home stretch was reached when Tyler beat Taylor out, Bliss running in ahead of Dirnberger. Johnson did not finish. He thought that the time limit would be exceeded, so he sat up at the finishing spurt.

#### Summary.

Half-mile national championship.—H. C. Tyler, first; A. E. Lumsden, second; F. H. Tuttle, third; A. N. French, fourth; W. A. Rhodes, fifth. Time, 1:12 2-5.

One-mile open, first heat.—A. A. Zimmerman, first; J. P. Bliss, second; G. F. Taylor, third; A. E. Lumsden, fourth. Time, 2:52 3-5.

Second heat.—H. C. Tyler, first; M. Dirnberger, second; W. W. Windle, third; J. S. Johnson, fourth; G. L. Gary, fifth. Time, 2:53 3-5.

Final heat.—J. S. Johnson, first; H. C. Tyler, second; G. F. Taylor, third; M. Dirnberger, fourth; J. P. Bliss, fifth. Time, 2:41 2-5; last quarter, :29. No race.

One-mile tandem national championship.—Dirnberger and Crooks, first; Munger and Waller, second. Time, 2:20 2-5; last quarter, :30.

Two-mile handicap, first heat.—H. R. Steenson, 260 yards, first; M. Nessel, 325 yards, second; F. J. Wagner, 375 yards, third; E. Ulbricht, fourth. Time, 4:43.

Second heat.—W. L. Swendeman, 260 yards, first; A. N. French, 200 yards, second; C. W. Davis, 150 yards, third; W. Hyslop, 150 yards, fourth. Time, 4:35 3-5.

Third heat.—J. P. Clark, 165 yards, first; E. C. Bode, 180 yards, second; L. S. Meintjes, 100 yards, third; F. H. Tuttle, 165 yards, fourth. Time, 4:38.

Fourth heat.—E. L. Blauvelt, 180 yards, first; Gus Steele, 225 yards, second; F. Waller, 290 yards, third; W. E. Barnum, 320 yards, fourth. Time, 4:48 2-5.

Final heat.—W. E. Swendeman, first; F. Waller, second; H. R. Steenson, third; M. Nessel, fourth; F. J. Wagner, fifth. Time, 4:35 1-5.

One-mile national championship, first heat.—A. A. Zimmerman, first; G. F. Taylor, second; J. P. Bliss, third; F. H. Tuttle, fourth. Time, 2:54; last quarter, :28 4-5.

Second heat.—H. C. Tyler, A. E. Lumsden, and M. Dirnberger qualified without riding.

Final heat.—A. A. Zimmerman, first; J. P. Bliss, second; A. E. Lumsden, third; M. F. Dirnberger, fourth. Time, 2:29 3-5.

Half-mile 1:20 class, first heat.—H. R. Steenson, first; F. Miller, second; M. Nelson, third. Time, 1:17 3-5.

Second heat.—Chas. Brown, first; G. H. Ellithorpe, second; Jas. Levy, third. Time, 1:14 2-5; last quarter, :33.

Third heat.—A. D. Kennedy, first; A. T. Crooks, second; C. T. Knisley, third. Time, 1:15 1-5.

Fourth heat.—P. Grosch, first; J. P. Clark, second; W. A. Thomyson, third. Time, 1:15 2-5.

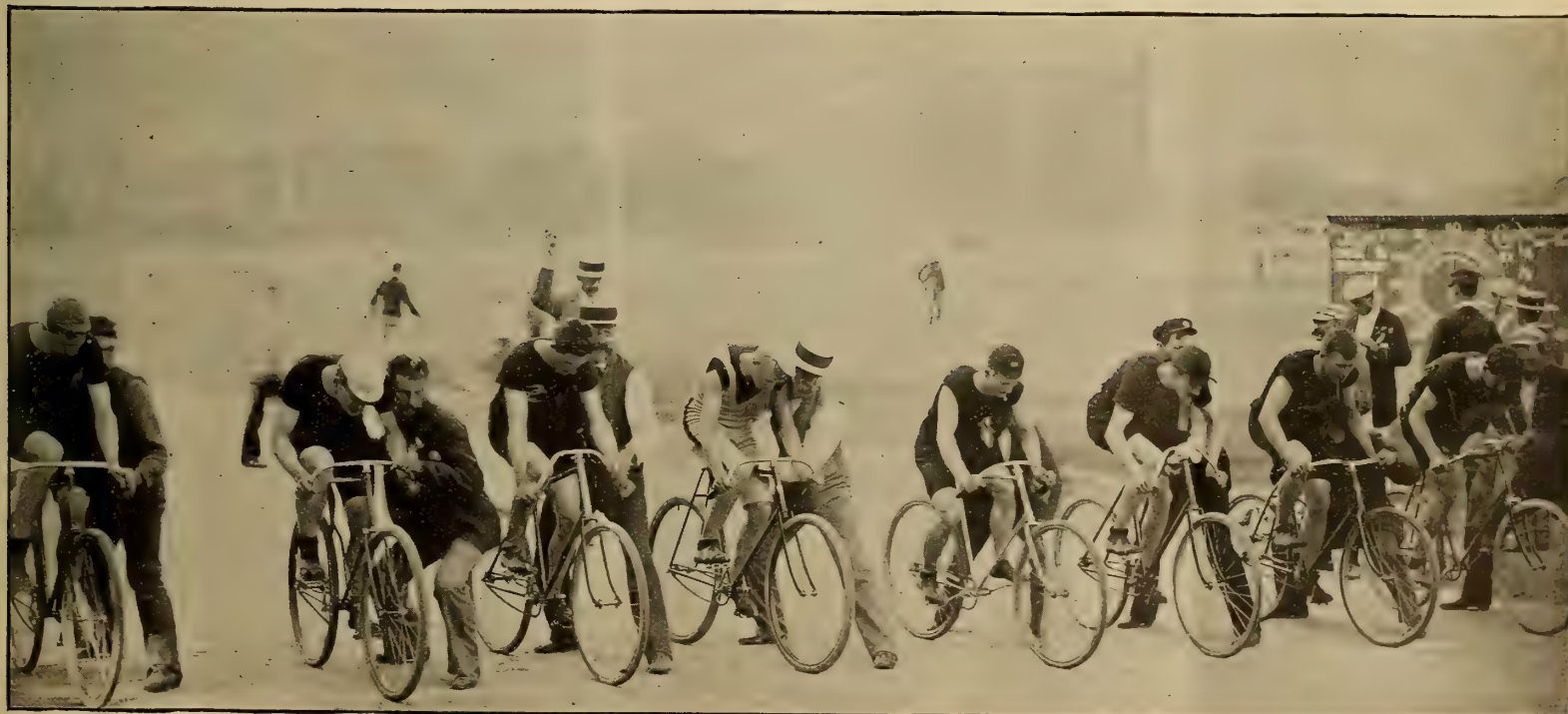
Final heat.—J. P. Clark, first; A. T. Crooks, second; A. D. Kennedy, third; Chas. Brown, fourth.

One-mile open, run-over.—H. C. Tyler, first; G. F. Taylor, second; J. P. Bliss, third; M. Dirnberger, fourth. Time, 2:38 3-5.

#### FRIDAY.

Today, for the first time in the history of cycling, an international championship was run. It was the 6 miles, 1,190 feet or ten kilometers. Of course A. A. Zimmerman won. Every one expected he would, and would have been surprised if he hadn't, but no one thought that J. P. Bliss would follow Jimmy so closely across the tape, leaving J. S. Johnson struggling along behind.

It was a great race, and the finest yet seen at the meet. Zimmerman, Bliss, Johnson, Bode, and Smith were in to represent America, while Hyslop and Meintjes represented Canada and South Africa respectively. Munger and Knisley were allowed to ride as pacemakers. Knisley immediately took the pace and it was a hot one. The field allowed him to get some thirty yards in front for a lap or so and then closed up on him. The mile was done in 2:27 2-5 and Meintjes took it for one lap. Zimmerman rode right behind Johnson and watched him like a hawk. Evidently the



Githens.

Bode.

Gary.

J. S. Johnson.

Grosch.

Taylor.

Tyler.

Zimmerman.

START OF THE FINAL HEAT OF THE ONE-THIRD MILE OPEN, AUGUST 9.

Two-mile national championship.—G. L. Gary, first; A. E. Lumsden, second; H. Smith, third; A. N. French, fourth. Time, 5:07.

Quarter-mile open, first heat.—G. F. Taylor, first; A. W. Warren, second; F. H. Tuttle, third; W. H. Mullikin, fourth. Time, :33 3-5.

Second heat.—A. A. Zimmerman, first; A. E. Lumsden, second. Time, :32 2-5.

Third heat.—H. C. Tyler, first; C. W. Davis, second. Time, :32 1-5.

Fourth heat.—A. I. Brown, first; E. C. Johnson, second. Time, :37 3-5.

Final heat.—A. A. Zimmerman, first; G. F. Taylor, second; A. I. Brown, third; C. W. Davis, fourth. Time, :33 3-5.

drubbing given him by Johnson in the five-mile championship rankled in his mind and he was determined to get even. The two miles were negotiated in 5:03 2-5 and the three miles in 7:40 2-5. The clip at which the men were going was very close to record, and excitement ran high. Knisley retained his lead and crossed the tape at the fourth mile in 10:12 1-5, smashing his own record by 4-5 of a second. The men heard of it and warmed up a bit. Hyslop made a bid to lead at the five miles to get the record if one was broken. He was called back by the others. Lumsden's five miles was



safe, however, 12:52 being the time made. Zim began to play for position and excitement ran high. The official figure for six miles was 15:33 3-5.

The men watched each other closely. When the last quarter was reached Johnson had forged to the front, Zimmerman right behind, and Bliss a length and a half behind the Jerseyman. Just at the quarter Johnson jumped and started for home. Zim didn't let grass grow under his wheels, while Bliss stuck like a leech to the two leaders. At the beginning of the stretch Zimmerman was on even terms with Johnson, and Bliss close up. The crowd began to stand up, and the three leaders flashed down the straight. Johnson made a cut and lost ground. Zimmerman kept up his gait, and Bliss got on even terms with Johnson. Zimmerman swept over the tape a winner, Bliss beating Johnson by eight feet and finishing five yards back of Zimmerman. The others were twenty yards to the bad, Smith, Hyslop,

and nearly missed qualifying. As it was he was beaten by Githens and Lumsden, and was pushed so close by Dirnberger that it was thought that he did not qualify. The judges, however, thought that he finished third and gave him that position. In the final Zimmerman did not get up, and Tyler, Githens, Grosch, Lumsden, and Gary fought it out finishing as named. Grosch nearly jouled Githens in the home stretch, and Gary drove Lumsden to the outside on the turn.

It was expected that the two-mile team race would be an exciting one, as teams from the N. Y. A. C., Springfield, Hartford, Buffalo, and Chicago were expected to compete. This would have included all the cracks and would have been a fine race. Zimmerman and Hoyland Smith, representing the N. Y. A. C., were the only ones to show up, and so the race went to them by default.



Munger. Githens. J. S. Johnson. Gary. Zimmerman. Knisley. Tuttle. H. Smith.  
START OF THE FIVE-MILE NATIONAL CHAMPIONSHIP.

Meintjes, and Bode finishing in the order named. Time for ten kilometers, 15:56 1-5.

The last quarter was done in :27, equaling Zimmerman's record made last September. Bliss must have broken this record. He was at least three lengths behind Johnson when the sprint was started at the quarter.

#### The Other Events.

The other events seemed tame alongside of the international race, but they were good nevertheless. The preliminary heats did not start until 11:15, as the rain the night before had made the track somewhat soft. The heats of the 2:30 mile were the worst yet seen, the miles being ridden in 3:02 2-4, 3:54 2-5, and 3:07 2-5. Githens won his heat in the three-mile handicap easily, as did Thompson. The other heats were tame.

P. Von Boeckman, who has been trying all the week to win a novice race, had no trouble in doing so today, it being almost a walkover for him. Ellithorpe, from 85 yards, was never headed in the half-mile handicap, beating out Lumsden, Rhodes, and Githens.

The final heat of the one-mile 2:30 class was another disgraceful loaf. It brought out a field of first-class second-raters. Rhodes, Gary, A. I. Brown, Mullikin, Kennedy, Davis, Clark, Crooks, H. R. Warren, and Tuttle being the men to qualify. Rhodes, who with Knisley has joined the Eck stable, shows improved form, and the way in which he galloped home a winner demonstrated that all the big fellow needs to be a good 'un is careful coaching. Gary was second, just beating Kennedy out. Time, 2:43 3-5. This was outside of the time limit of 2:40 placed on the race, but it was allowed to stand.

The heats of the half-mile open were made in slow time, the first one, won by Zimmerman, being done in 1:24 3-5. Rhodes again showed improved form in the second heat, walking in ahead of Tyler, E. A. Nelson, Gary, and Dirnberger. He repeated the performance in the final, which Zimmerman won by ten lengths, when he staved off the rush of Lumsden and Tyler and came in second.

Again that peculiar wriggle of Kennedy's came to the front in the final of the three-mile handicap. Hyslop was the back-mark man, with Githens and Thompson at 240 yards, and Kennedy at 245. Thompson's cranks bent at the start and he was soon out of it. Hyslop gave up a fruitless chase at 2 1-3 miles, after Kennedy and Githens had caught the bunch. In the rush home Kennedy forged to the front and beat out Githens, who had started the sprint at the quarter.

Zimmerman waited too long in the second heat of the third-mile open

#### Summary.

Half-mile handicap, first heat.—C. Baker, 50 yards, first; A. T. Crooks, 20 yards, second; C. W. Davis, 30 yards, third; W. H. Mullikin, 35 yards, fourth; W. Hyslop, 40 yards, fifth. Time, 1:03.

Second heat.—G. H. Ellithorpe, 85 yards, first; H. A. Githens, 40 yards, second; E. L. Blauvelt, 45 yards, third; C. T. Heywood, 60 yards, fourth. Time, 1:01 3-5.

Third heat.—P. Grosch, 45 yards, first; W. L. Swendeman, 75 yards, second; E. C. Bode, 40 yards, third; M. H. Mayer, 80 yards, fourth. Time, 1:02 4-5.

Fourth heat.—A. I. Brown, 35 yards, first; F. H. Tuttle, 35 yards, second; M. H. Burt, 60 yards, third; F. J. Wagner, 90 yards, fourth. Time, 1:01 4-5.

Fifth heat.—M. Dirnberger, 35 yards, first; L. W. Campbell, 70 yards, second; A. W. Warren, 35 yards, third; P. H. Sercombe, 65 yards, fourth. Time, 1:02 2-5.

Sixth heat.—W. A. Rhodes, 35 yards, first; A. E. Lumsden, 25 yards, second; A. N. French, 45 yards, third; W. H. Seaton, 70 yards, fourth; C. E. Parkes, 65 yards, fifth. Time, 1:02 4-5.

Final heat.—G. H. Ellithorpe, first; C. Baker, second; H. A. Githens, third; A. E. Lumsden, fourth; W. A. Rhodes, fifth. Time, 1:01 3-5.

One-mile 2:30 class, first heat.—F. H. Tuttle, first; W. H. Mullikin, second; A. W. Warren, third; H. R. Steenson, fourth; C. V. Dasey, fifth. Time, 3:02 2-5.

Second heat.—A. D. Kennedy, first; J. P. Clark, second; C. W. Davis, third; G. L. Gary, fourth; A. N. French, fifth. Time, 3:54 2-5.

Third heat.—W. A. Rhodes, first; A. I. Brown, second; A. T. Crooks, third; W. Hyslop, fourth; A. L. Baker, fifth. Time, 3:07 2-5.

Final heat.—W. A. Rhodes, first; G. L. Gary, second; A. D. Kennedy, third; J. P. Clark, fourth; A. T. Crooks, fifth; F. H. Tuttle, sixth. Time, 2:43 3-5.

Ten kilometers international championship.—A. A. Zimmerman, first; J. P. Bliss, second; J. S. Johnson, third; H. Smith, fourth; W. Hyslop, fifth; L. S. Meintjes, sixth; E. C. Bode, seventh. Time, 15:36 1-5.

Half-mile open, first heat.—A. A. Zimmerman, first; A. W. Warren, second; A. E. Lumsden, third; H. R. Steenson, fourth. Time, 1:24 3-5.

Second heat.—W. A. Rhodes, first; H. C. Tyler, second; E. A. Nelson, third; G. L. Gary, fourth; M. Dirnberger, fifth. Time, 1:16 2-5.

Final heat.—A. A. Zimmerman, first; W. A. Rhodes, second; A. E. Lumsden, third; H. C. Tyler, fourth; A. W. Warren, fifth; E. A. Nelson, sixth. Time, 1:08 4-5, last quarter, :28 3-5.

Third-mile open, first heat.—H. C. Tyler, first; P. Grosch, second; G. L. Gary, third; J. P. Bliss, fourth. Time, :46 1-5.

Second heat.—H. A. Githens, first; A. E. Lumsden, second; A. A. Zimmerman, third; M. Dirnberger, fourth; E. A. Nelson, fifth. Time, :49 3-5.

Final heat.—H. C. Tyler, first; H. A. Githens, second; P. Grosch, third; A. E. Lumsden, fourth. Time, :45.

Two-mile team race.—Walkover for the N. Y. A. C.



## SATURDAY.

Arthur A. Zimmerman is champion of the world—for short distances, at least. Yesterday he captured the six-mile international, and today the one-mile international was added to his bouquet of championships. If he hasn't won it fairly there is no other way for him to do it, for it was at the great international meet and was open to all comers. If Sanger had not been injured by a fall last Monday the tale might have been different; at least Sanger would have tried hard to make it so. It is to be deplored that the Milwaukeean met with the accident, for he is the only man who can make the champion extend himself.

### The Mile Championship.

America and Canada were the only countries represented in the one-mile international championship. Up to the last moment Osmond was in doubt as to whether he would ride. He wanted his mother country to get a share of the profits if there were any, but he didn't want to sacrifice his reputation when he knew he was not fit to meet our champions on even terms; so he stayed out. Hyslop represented Canada, while Zimmerman, Bliss, Johnson, Bode, Knisley, and Hoyland Smith rode for the United States. It was a race worth going miles to see and it looked for a time as if Knisley would win it. Right at the crack of the pistol he jumped out and commenced to pedal for dear life. Zimmerman, trailed by Johnson, had slowed up to get near the pole and Hoyland Smith evidently thought that Knisley would soon shoot his bolt and drop back. Soon there was a gap of fifty yards between the leader and the bunch, and for two laps this distance was held. When the bell rang Zim was leading the bunch, with Johnson close to his rear wheel and the others well bunched. Zim looked worried set out to and catch Knisley, whose pace never varied.

The Jerseyman was evidently afraid to start the sprint so far from home, fearing that he would tire himself, and give Johnson a chance to beat him in, and when Hyslop came up and set a rattling pace, Zim was pleased. Knisley was nipped on the last turn, and sat up. Zim didn't, and those long legs of his were making his light racing wheel jump forward at a great pace. Johnson tried hard to hold him, but you might as well try to stop a comet as to head Zim off when he sees the tape, and so Bliss and Johnson were soon left three open lengths behind to fight it out for second place. "Pinky" could not quite make it, and Johnson beat him out. The others had been forgotten in the excitement, but the judges caught Bode, Hyslop and Knisley as fourth, fifth, and sixth, respectively, Smith having dropped

Bliss was right behind him and immediately challenged the Springfield man. Neck and neck they sped along until opposite the training quarters Tyler began to gain a little. Bliss was about to sit up and follow him in when Tyler slipped a pedal. Bliss gave a tremendous jump and beat his great rival out by three feet, although the momentum of Tyler's wheel nearly landed him a winner. Githens beat Johnson out for third. Johnnie did not ride well in this race, being too far back when the sprint began.

The way the crowd yelled for Bliss showed that the efforts of the Chicago man were appreciated, and Bliss was called to come out. Instead of doing so, Announcer Marion told the audience that Bliss had given the race to Tyler, who would have won it had he not slipped a pedal. The cheers that went up from the 12,000 people must have been heard down town and there were renewed cries for the "pocket Hercules." Finally, after a hard struggle, he was brought out on the shoulders of Lennie and Hanford. He didn't want to come, but had to. Tyler didn't want to take the race, saying that "all's fair in love and war," but Bliss refused to have it, so Tyler will get a \$150 diamond ring.

### Bliss Wins the Handicap.

Tyler, on scratch, made a vain effort to catch his field in the final heat of the mile handicap. He tried hard, but when such men as Bliss and Githens are in, it isn't so easy, and so the Springfield man could not do better than finish about ninth. Bliss, from the fifty-yard mark, had no difficulty in staving off the rush of Githens and won as he pleased. Swendeman was third. Davis gave a convulsive wiggle right at the tape and beat Dimberger out of fourth place.

Little Grosch's efforts to get away from Zimmerman in the final heat of the quarter-mile scratch were laughable. He only made the champion work a little harder. Taylor was second, while Cary and Grosch were tied for third, A. I. Brown being a bad fourth.

### Zim Beaten in a Heat.

Lumsden and Johnson both crossed the tape ahead of Zimmerman in the first heat of the two-third mile open, Johnson coming up on the outside while Zim was watching the Chicago man. Zim did not come out for the final, and Tyler, Taylor, Lumsden, and Rhodes fought it out, Tyler setting all the pace and winning easily. Taylor sat up and finished a good second, Lumsden and Rhodes being third and fourth respectively. Time, 1:54 2-5. Githens' record still safe.

Taylor made a game effort to win the final heat of the two-third mile



FINISH OF THE FIVE-MILE NATIONAL CHAMPIONSHIP—J. S. JOHNSON LEADING.

out on the last turn. The time, thanks to Knisley's efforts, was 2:22 2-5.

### Bliss a True Sportsman.

Although the Chicago public has always had a soft spot in its heart for little Bliss, it will now set him up for an idol. A more sportsmanlike action has never been seen on a race track and it is seldom that a man can be found who, when he wins a prize in a big race, from one of the first raters, will voluntarily relinquish it and insist upon its acceptance. This is what Bliss did in the mile invitation race and Tyler was the man he defeated.

Tyler, Tuttle, Bliss, Johnson, Gary, Rhodes, Githens, Grosch, and Steele responded to the invitation to participate, Zimmerman standing down. Tyler much against his will, was forced to take the pace, and as a time limit of 2:40 had been placed on it he livened things up a bit. Tuttle was anxious and at the clang of the bell jumped away and soon had quite a lead. Tyler by hard work brought the field up to him just as he came into the turn.

handicap from the fifteen-yard mark; Githens got a big lead on the bunch, and Con Baker trailed on behind when Githens crossed the tape first. Taylor was a good third. He made the last quarter in :29.

The consolation was won by C. T. Nelson from a field of eight. Tom Haywood caused a laugh by riding in long trousers. He was hindered by this, and finished a bad fourth. Dasey, who should have won, was fifth.

### Meintjes Wins a Championship.

That a sixty-two mile event should hold such a large audience to the very end speaks highly of the character of the race. Yet 10,000 people braved a chill north wind and let their suppers grow cold to see L. S. Meintjes, the South African champion, defeat the best of the American long-distance cracks and incidentally break a few records and carry off the ten kilometer championship.

Besides Meintjes, Waller who once held the 24-hour record; Linneman,



holder of the 100-mile road record; Emil Ulbricht, who has won time medals in innumerable road races; F. A. Foell, who rode thirty-two centuries last year; W. Hyslop, Con Baker, J. P. Clark, M. Dirnberger, E. D. Munger, and Neiswonger started. Pacemaking was allowed and it is certainly a good idea, for the men would have never made any headway against a wind as strong as the one today. The cracks were all billed to act as pacemakers and F. J. Osmond made his bow to the American public as a pacemaker. He took the field the first mile in 2:37 3-5, Linneman trailing him and Meintjes next. Zimmerman came out next and plugged along at a lively clip for two miles when he was relieved by Johnson. Clark got enough at



J. S. Johnson. Tuttle. Tyler. Zimmerman.

START OF FINAL HEAT QUARTER-MILE NATIONAL CHAMPIONSHIP.

five and one-third miles and Waller and Hyslop began to drop, Dirnberger, Neiswonger, Munger and Foell had dropped before this.

Waller was a disappointment. He was thought to stand an excellent show for first place, but he could not hold the pace and at nine miles the leaders had lapped him, and he soon after quit. Meintjes yelled for more pace at this time and Bliss hit it up lively.

The first American record went at eight miles and Linneman was the man to get it. Meintjes immediately took the next mile, but Linneman got the tenth mile. Tuttle took the pace at the twelfth mile and on his second time around turned his head to look around. Meintjes had to slow and Linneman's front wheel scraped on the African's rear wheel and down went Linneman. He was soon up and after the crowd. Although he was given a pacemaker he could not overcome the lead and quit in disgust at sixteen and one-third miles after being lapped. Linneman was a dangerous man and would have pushed Meintjes hard. The men had been riding inside of record from eight miles, but they slowed somewhat and at twenty miles were just even with Hoyland Smith's record.

From twenty to thirty miles things were quiet, Ulbricht and Meintjes occasionally taking the pace when the pacer slowed them, twenty-three miles four hundred and seventy-three yards were ridden in the first hour. Baker was an unknown quantity and had been making a gallant fight. The pace killed him and he cried enough at 37 1-3 miles.

#### Meintjes Gets Away From Ulbricht.

There were only Meintjes and Ulbricht left in the race at 40 miles. Osmond had been on several times and always made a hot pace. Ulbricht was commencing to feel tired and Thompson, who was pacing, was urging him to hurry. He slackened a bit to listen to Thompson, and Meintjes took this opportunity to jump him and aided by Blauvelt, who paced more than anyone else, got a big lead, until at the forty-sixth mile he had lapped Ulbricht. He soon after called for more pace, and at forty-eight miles had made another lap on Ulbricht, who was nearly exhausted. Meintjes' back was getting sore and his legs stiff. He sat up on the home stretch and pedaled with one foot to relieve the aches. Ulbricht was lapped for the fourth time at fifty miles.

In two hours Meintjes covered forty-five miles 1,530 yards and at fifty miles he had broken the world's record, held by Dubois, by 4 4-5 second, an average pace of 2:37 2-5. Ulbricht's fifty was done in 2:14:10 2-5. The wind was getting chilly, and the leader took off his scarf and tied it around his neck. He then called on Osmond for a hotter pace, which was at once set.

Before the end of the race Ulbricht had been lapped seven times, but he was determined to finish. Meintjes finished the race comparatively fresh, outstripping Blauvelt, his pacemaker.

The crowd immediately made an uproar and threw cushions on the track and many hats were mashed. One fellow was placed under arrest after a struggle. All wanted to get on the track to see Meintjes, but they were kept back by force as Ulbricht had two miles more to go. He plodded wearily along and finished in 2:52:31 2-5.

#### Time by Miles.

Miles.	Time.	Miles.	Time.	Miles.	Time.
1	2:37 2-5	22	56:37 4-5	43	1:52:11
2	5:06	23	1:00:18 2-5	44	1:54:49 3-5
3	7:40 2-5	24	1:01:59 2-5	45	1:57:33 2-5
4	10:14 4-5	25	1:04:39 3-5	46	2:00:20
5	12:46	26	1:07:24 1-5	47	2:02:59
6	15:15 4-5	27	1:09:58 3-5	48	2:05:35
7	17:49 3-5	28	1:12:26 1-5	49	2:08:14 4-5
8	20:24 4-5	29	1:15:04 2-5	50	2:11:06 4-5
9	22:52 4-5	30	1:17:56 1-5	51	2:13:51
10	25:32	31	1:20:37 1-5	52	2:16:37 2-5
11	27:55	32	1:23:14 2-5	53	2:19:21 2-5
12	30:29	33	1:25:50	54	2:22:07 2-5
13	32:57	34	1:28:26 2-5	55	2:24:59 2-5
14	35:41 2-5	35	1:31:02 2-5	56	2:27:51
15	38:05 4-5	36	1:33:36 4-5	57	2:30:50 2-5
16	40:39 1-5	37	1:36:14	58	2:33:50
17	43:10 3-5	38	1:38:58 3-5	59	2:36:47 4-5
18	45:52 3-5	39	1:41:32 2-5	60	2:39:47
19	48:31 2-5	40	1:44:11 4-5	61	2:43:06 2-5
20	51:18 2-5	41	1:46:58	62	2:45:53
21	53:58	42	1:49:39	10 kilos.	2:46:12 3-5

#### The New Records.

As far as known, the only world's record broken was the fifty miles. Hoyland Smith's American records from eight to twenty miles went, and Spooner's from twenty-six to sixty-two met a like fate. Meintjes holds all but the eight and ten mile records, which Linneman gets. Following is a comparison of the old and new American records;

NEW RECORDS.			OLD RECORDS.	
MILE.	TIME.	RIDER.	TIME.	RIDER.
10	25:32	Linneman	25:35 2-5	Smith
15	38:05 3-5	Meintjes	38:46 2-5	Smith
20	51:18 2-5	Meintjes	51:18 2-5	Smith
25	1:04:39 3-5	Meintjes	1:04:05 1-5	Smith
30	1:17:56 1-5	Meintjes	1:31:41	Spooner
35	1:31:02 2-5	Meintjes	1:48:54	Spooner
40	1:44:11 4-5	Meintjes	2:06:07	Spooner
45	1:57:33 2-5	Meintjes	2:25:30	Spooner
50	2:11:06 4-5	Meintjes	2:43:56	Spooner
55	2:20:59 2-5	Meintjes	3:02:33	Spooner
60	2:39:47	Meintjes	3:20:45	Spooner

Chairman Raymond announced that America had scored twenty-one points and South Africa five in the contest for the Saltonstall trophy.

#### Summary.

Mile handicap, first heat, seven starters.—W. A. Rhodes, 60 yards, first; H. C. Tyler, scratch, second; A. E. Lumsden, 40 yards, third; C. H. Peck, 115 yards, fourth; Roy Keator, 120 yards, fifth. Time, 2:31 1-5.

Second heat, nine starters.—James Levy, 140 yards, first; C. W. Davis, 65 yards, second; C. Baker, 85 yards, third; C. V. Dasey, 110 yards, fourth. Time, 2:19 3-5.



LAST LAP OF THE TWO-MILE HANDICAP, AUGUST 9—THE FIELD BUNCHED.

Third heat, five starters.—J. P. Bliss, 50 yards, first; C. T. Knisley, 90 yards, second; C. T. Nelson, 60 yards, third; J. P. Clark, 65 yards, fourth. Time, 2:17 4-5.

Fourth heat.—W. L. Swendeman, 135 yards, first; E. L. Blauvelt, 85 yards, second; E. C. Bode, 85 yards, third; L. W. Campbell, 150 yards, fourth. Time, 2:18.

Fifth heat, nine starters.—H. R. Steenson, 130 yards, first; M. Dirnberger, 65 yards, second; Gus Steele, 100 yards, third. Time, 2:23 1-5.

Sixth heat.—H. A. Githens, 80 yards, first; E. A. Nelson, 60 yards, second; A. T. Crooks, 35 yards, third; W. L. Darmer, 140 yards, fourth. Time, 2:17 2-5.

Final heat, eighteen starters.—J. P. Bliss, first; H. A. Githens, second; W. L. Swendeman, third; C. W. Davis, fourth; M. F. Dirnberger, fifth. Time, 2:13 4-5.

Two-third-mile handicap, nine starters.—C. W. Davis, 50 yards, first; G. F. Taylor, 15 yards, second; W. H. Mullikin, 60 yards, third; Con Baker, 55 yards, fourth; M. Dirnberger, 50 yards, fifth. Time, 1:32.

Second heat, six starters.—A. I. Brown, 45 yards, first; F. H. Tuttle, 45 yards, second; H. A. Githens, 60 yards, third; A. T. Crooks, 25 yards, fourth. Time, 1:33 1-5.

Third heat, eleven starters.—C. T. Knisley, 65 yards, first; A. W. Warren, 65 yards, second; W. L. Swendeman, 80 yards, third; E. L. Blauvelt, 65 yards, fourth; L. W. Campbell, 100 yards, fifth. Time, 1:27 4-5.



Fourth heat, ten starters.—H. R. Steenson, 85 yards, first; A. L. Baker, 80 yards, second; J. P. Clark, 45 yards, third; E. C. Bode, 60 yards, fourth. Time, 1:32 3-5.

Fifth heat, four starters.—Gus Steele, 70 yards, first; James Levy, 100 yards, second; W. A. Rhodes, 35 yards, third; H. T. Pyle, 100 yards, fourth. Time, 1:31.

Final heat.—H. A. Githens, first; C. Baker, second; G. F. Taylor, third; W. L. Swendeman, fourth; A. W. Warren, fifth; E. L. Blauvelt, sixth. Time, 1:26 1-5.

Quarter-mile open.—A. A. Zimmerman, first; G. F. Taylor, second; F. H. Tuttle, third; A. W. Warren, fourth; W. H. Mullikin, fifth. Time, :33 3-5.

Second heat, five starters.—H. C. Tyler, first; G. L. Gary, second; A. E. Lumsden, third. Time, :34.

Third heat, three starters.—H. A. Githens, first; P. Grosch, second; A. I. Brown, third. Time, :35 3-5.

Final heat.—A. A. Zimmerman, first; G. F. Taylor, second; G. L. Gary and Paul Grosch tied for third; A. I. Brown, fifth. Time, :31 2-5.

Two-third mile open, first heat.—A. E. Lumsden, first; J. S. Johnson, second; A. A. Zimmerman, third; E. H. Tuttle, fourth; J. P. Clark, fifth. Time, 1:58.

Second heat.—H. C. Tyler, first; W. A. Rhodes, second; G. F. Taylor, third; H. A. Githens, fourth. Time, 1:56 3-5.

### Tyler Is Distinctly Great.

Harry Tyler's riding during the meet has stamped him as second only to Zimmerman and Sanger, if indeed he is second to any one. Always a good rider, he has, under the training of Harry Leeming, developed into a very top-notch. The only trouble with him is that he can not stand more than two or three races a day, and often three good races are more than he can stand. Nor is he a consistent rider. One day he will ride like wild-fire and give the world's best riders a good shaking up, and the next day not ride better than third or fourth.

### Unhappy Murphy.

The most unhappy man at the meet was C. M. Murphy, who was suspended a short time ago by the Racing Board on the charge of receiving a \$15 check in lieu of a \$25 prize which he won at the Philadelphia Cycle Show last winter, in the home trainer race. He was informed that he would be either reinstated or declared a professional in time to allow him



WHO SAID A PNEUMATIC GEARED ORDINARY WAS COMING?—A SURPRISE IN THE ONE-MILE ORDINARY CHAMPIONSHIP.

Final heat.—H. C. Tyler, first; G. F. Taylor, second; A. E. Lumsden, third; W. A. Rhodes, fourth. Time, 1:54 2-5.

One-mile international championship.—A. A. Zimmerman, first; J. S. Johnson, second; J. P. Bliss, third; E. C. Bode, fourth; W. Hyslop, fifth; C. T. Knisley, sixth. Time, 2:27 2-5.

One-mile invitation.—J. P. Bliss, first; H. C. Tyler, second; H. A. Githens, third; J. S. Johnson, fourth; P. Grosch, fifth; F. H. Tuttle, sixth. Time, 2:39 1-5.

One-mile consolation.—C. T. Nelson, first; H. R. Warren, second; James Levy, third; A. T. Heywood, fourth; C. V. Dasey, fifth. Time, 3:07 2-5.

Ten kilometers.—L. S. Meintjes, first; E. Ulbricht, second. Time, 2:46:12 3-5.

### NOTES OF THE MEET.

Fred Patee introduced a new fashion by smoking "javarettes."

J. "Pinky" Bliss is the new name given the "pocket Hercules."

The Kansas City men were here vigorously booming their meet on September 1 and 2.

The officials were treated to ice-cream and lemonade on hot days and the mouths of the occupants of the grand stand watered in consequence.

toride in the international races. He was declared a pro. Hence his unhappiness.

### It Was Too, Too Bad.

Sanger's mishap in the first race in which he rode makes it utterly impossible to decide finally just how great a rider he is in competition, and the question as to whether he or Zimmerman will wear the laurel is yet to be settled. Whatever the result may be, it is certain that Sanger has a long and successful racing career before him. He has the advantage of Zimmerman in youth,—being three years the Jerseyman's junior,—and for the next two or three years may be expected to improve constantly, while Zimmerman will probably ride his best and fastest this year. These being the facts, it is only fair to conclude that, barring some new phenomenon, Sanger will be America's greatest rider for the next two or three years.

### Johnny Johnson is so Happy.

Johnson's win in the five-mile national championship was a most popular one, and he got the greatest ovation that had been given to any one up to that time. He came grandly around the lower turn after Zimmerman had started an early sprint, and gaining inch by inch on the long Jerseyman



rode wide on the home stretch, passed the champion fifty yards from the tape, and won by a good length, all o t. It was a fair and square win and no fluke, all reports to the contrary notwithstanding. The claim that Zimmerman's tire was flat can hardly be considered. It was scarcely as well pumped up as it should have been, but hardly interfered with his riding. The fact of the matter is that Zimmerman had laid out for himself just a little more work than he was capable of doing. His defeat reflects no discredit on him for the man does not live who can win all races all the time.



Eck's face was a study as Johnson came down the home stretch, gaining inch by inch on Zimmerman and finally passing him. As one man put it, "His face got the color of his hair" (silver-haired Eck, he is called, you know). If Eck's face was a study, Joe McDermott's was certainly another. Surprise, disappointment, and chagrin were all depicted there. In his anxiety to find an excuse for Zimmerman's defeat he hastily exhibited the latter's wheel with its none too well inflated tire, an action that he would hardly have been guilty of had he stopped a moment to think.

## Why do They Take such Chances.

Many and many an accident is caused by racing men not seeing to their machines properly before going into a race. One of the most serious spills during the meet was caused by just such carelessness. At the finish of the two-mile handicap on Wednesday, just as the men were rounding into the home stretch, well bunched, and every one of them going like wild-fire, J. I. Brandenburg, who was riding neck and neck with W. F. Murphy,—who had the pole,—found the handle-bars of his machine coming loose. His front wheel swerved and threw him into Murphy and both came down. The men who were near them, of course had to slacken their pace and ride wide. Murphy, who had an excellent chance of winning the race, was badly bruised and knocked unconscious. Lumsden, who was also a candidate for first place, had his chances ruined by the fall, while the author of the catastrophe escaped with no very serious injuries. Little Bliss also had a similar experience. His handle-bars came loose, but with great presence of mind he yelled to the other competitors to look out and reached down to his front forks and steered with them and saved himself from a nasty fall. A. W. Warren, who was on his back wheel, was not so fortunate, for before he could slacken his speed or turn out he struck Bliss' machine and went head over heels, losing the regulation amount of cuticle in the fall.

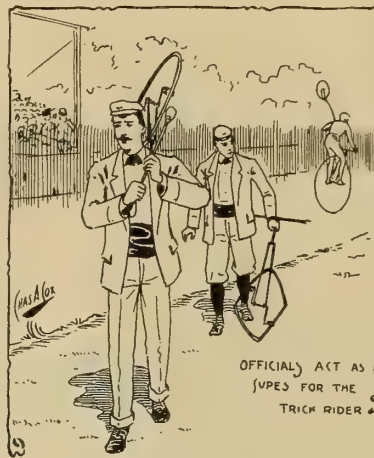
## Thought he was Going Fast.

"Zimmerman, what did you think of the quarter-mile open, Tuesday?" "Well, I thought I was going pretty fast. Indeed, I tried to."

The official time for this race was given out as :30 2-5, but a number of competent timers caught the time as :30 flat, or a trifle inside, which is equal to record.

## A 1, even if He Does Come from Buffalo.

Austin T. Crooks, of Buffalo, is the pluckiest and best handicap rider for many and many a long day. He has been a greatly underrated man. His victories in the various handicap races place him way up in the front rank, and it will not be surprising to see him score some records before long at the intermediate distances. He is a good, fair rider, as well, and not afraid to do his share, and more than his share, of the work. His record of 2:07 1-5, in the one-mile handicap, on Wednesday, is quite as creditable a performance as Tyler's 2:11 1-5 for the one-mile on the day previous. Crooks and Meintjes were on the same mark and paced alternately. It would be interesting to see Crooks ride from scratch in a well handicapped race. The one-mile competition record would undoubtedly be placed a notch or two lower than it stands today.



## The Coffee-Mill Got There.

The one-mile ordinary championship of America was a most laughable race. Two relics of bygone days were brought on the track. One an old Star, which Jimmy rode, —and which some of his friends scoured the city to find and the same one, by the way, on which George Curtz, the erstwhile pride of the Illinois Club, used to score his victories,— and an old ordinary, at one time the property of Racing Board Irwin, which W. F. Murphy rode. With these two there rode an unknown, from an unknown town in Ohio, on a spick-and-span, brand-new, geared ordinary, the front tire of which some one had taken the pains to puncture. The spectators laughed and cheered alternately. Jimmy won as usual, but his 3:10 jaunt on the old "coffee-mill" took more out of him than a 2:20 mile on his safety would have done.



W. J. Edwards, the California champion, tried his luck in a handicap on Tuesday, but his leg is still stiff and he was numbered among the "also ran."

## CHICAGO ATHLETIC ASSOCIATION GETS THE TRACK.

We have the word of Mr. Harry Cornish that the Chicago Athletic Association has closed a deal with the ball club to get the grounds containing the track on which the international races were run. This will insure a permanent and excellent cycle track for Chicago. The athletic association will lay a quarter-mile running track inside the bicycle track.

## WHY WE ARE LATE.

THE BEARINGS is late this week, the last forms being held till Saturday to give a complete and connected account of the league and international meet. The paper was out at the regular time, and many thousands distributed at the meet early Friday morning with the account of the doings up to Thursday evening, but none were mailed till the account of the greatest cycle meet on record could be sent out complete. The paper goes into the post-office Sunday morning.

## OSMOND BREAKS RECORDS.

LONDON, July 29.—A whole batch of records has been made since I last wrote. On the 20th instant, at Herne Hill, A. J. Ilsley went for W. G. H. Bramson's mile tricycle record, which stood at 2:31 3-5. Ilsley, paced by Lambley and Stroud, succeeded in doing 2:28 2-5. Later in the evening Lewis Stroud rode ten miles on a tricycle in 26:34 4-5, record, notwithstanding that the weather was damp and chilly. He had plenty of pacers.

Last Wednesday, at Herne Hill, the brothers R. J. and A. F. Ilsley, on a tandem safety, beat the mile record of 2:17 2-5, made by Zimmerman and Bradbury last year, doing the half-mile in 1:06 2-5, beating the flying quarter time and the three-quarter-mile time. They did the full mile in 2-11 2-5.

On Thursday, at Herne Hill, F. Bramson reduced the flying quarter tricycle record by two-fifth seconds, lowering L. Stroud's :33 to :32 3-5. In the course of an attempt on the 1 hour tandem safety record, the brothers Ilsley made new records from two to six miles, when their machine broke down. Time for six miles, 14:09 4-5. G. E. Osmond then went for the safety hour record, standing at 24 miles 380 yards—made by L. S. Meintjes. Osmond was successful in making new records from three to twenty-five miles, doing the former distance in 7 minutes flat and the latter in 1:00:04. In the hour he rode twenty-five miles less forty-three yards.





## THE CUCA CUP RACE.

**How Shorland Broke the 24-Hour Record—Detailed Story of the Race—Bidlake Second on a Tricycle.**

HERNE HILL, July 22.—The 24-hour Cuca Cup race has just reached its close, the results being most successful, although Shorland was expected by the best judges to do 432 miles. As it was, he beat the world's record claimed by the Frenchman, Stephane, 418 miles, reached at 7:41 p. m., nearly 20 minutes before the finish. The following lists will place the reader at once in possession of the starters' names and their performances. These men were on the track at the end of the 24 hours:

NAME.	CLUB.	MILES.	YARDS.	MACHINE.
1. Frank W. Shorland.	North Road Club	426	440	Safety
2. F. T. Bidlake.	North Road Club	410	1110	Tricycle
3. Herman Hammond.	Catford and Surrey C. C.	398	310	F. D.
4. J. H. Cocker.	Sharrow C. C.	388	605	Safety
5. D. E. Lacaille.	Glasgow Northern C. C.	367	1350	F. D.
6. J. G. Sames.	Bath Road Club	334	1135	Tricycle
7. Norbert Chereau.	Union Velocipedique	318	630	Safety

These are the men who quit before the 24 hours were over:

NAME.	CLUB.	MILES.	LAPS.	WHEEL.
J. E. L. Bates.	Surrey B. C.	304	2	Safety
F. Mitton.	Nelson Star C. C.	234	1	
A. Thornton Nixon.	Unattached	228	5	
Thomas Parker.	Bordesley C. C.	206	2	
H. Arnold.	North Road and Stanley C. C.	202	6	Tricycle
E. Mousset.	Societe Velocipedique Metro-politan	202	—	Safety
A. Brundrett.	Yorkshire	204	—	
J. F. Walsh.	Bath Road Club	144	6	
A. V. Linton.	Cardiff Harlequins C. & F. C.	118	4	
F. T. Bowen.	Catford & Mid. Surrey C. C.	76	—	Tricycle
Delaney Dods.	London County C. & A. C.	68	—	Safety

Bidlake's performance carries off the palm for sterling merit. To ride upon a three-wheeler in 24 hours within sixteen miles of the distance covered by the best rider in the world on a safety, is indeed an astounding feat. Both Shorland and Bidlake used Palmer tires, the latter for the whole distance, and the former from 100 miles to the finish.

### Immense Enthusiasm Prevailed

on the ground both on Friday and Saturday. On Friday night 5,000 persons saw the start and over 1,000 stayed all night. On Saturday, at the finish, there were 15,000 spectators. On Friday evening at 8:30 four brilliant Lucigen lights illuminated the track. Each rider carried a lamp on his machine, showing plainly his number attached thereto. Enormous numbers were also worn on the backs of the riders. The arrangements were admir-



FRANK SHORLAND.

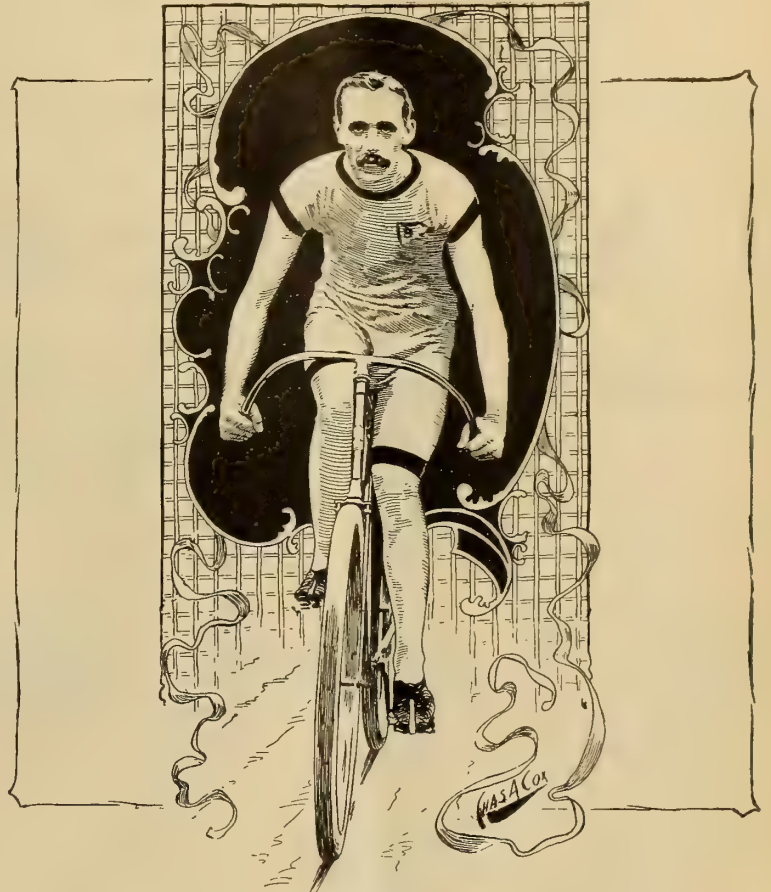
From "Cycling."

able in every respect except the working of the score board, which left much to be desired. Pacers were plentiful throughout the race. Stroud, Burns, Ede, Soanes, Ward, Scheltema-Beduin, Fentiman, and many others did splendid service. The pace was fairly warm from the start and Shorland maintained a lead until Linton commenced to hustle him and eventually got right away.

Twenty-one miles 660 yards were ridden in the hour, Shorland leading. Bidlake led the tricyclists, doing 20 miles 510 yards in the first hour. At thirty miles Shorland tried to get away but failed, Linton hanging on like grim death. Hammond's tire burst at 10 o'clock, Hammond falling. At forty-three miles Linton took the lead and kept it.

### Worrying Shorland not a Little.

Linton did fifty-five miles in 2:33:31 4-5, and sixty in 2:47:20 2-5. At 3 hours Bidlake scored the record for tricycles of 59 miles 215 yards, Linton's



G. E. OSMOND.

score being 64 miles 830 yards. At seventy-six and one-half miles Linton shook off Shorland. At eighty miles Linton led in 3:44:19 2-5 and Shorland dismounted, changed his machine, and almost immediately after ran into his pacemaker and fell. Linton was only 15 seconds behind Dance's record at 100 miles. Shorland now made a great effort and from two and one-half laps behind Linton pulled steadily up until at 109 miles 2 1-2 laps he passed Linton amid intense excitement. Then at the one-hundred and twelfth mile Linton croppered, and at 118 miles 4 laps gave up, his machine being injured and he having no one to look after him. Shorland led at 120 miles in 5:51:50 1-5, Hammond being second, two miles behind, and Lacaille, third. Bidlake's one hundred and twentieth mile was reached in 6:18:52 4-5. Hammond fell heavily in his one hundred and sixtieth mile but continued to the end. Bidlake smashed his tricycle later, his tandem pacers breaking down in front of him. He was unhurt and resumed. This was at 10:30 a. m. on Saturday.

At 8 a. m. on Saturday, 12 hours from the start, Shorland's score stood at 233 miles 1,540 yards,

### Beating the French World's Record

of Dubois—230 3-4 miles.

Bidlake beat all tricycle records, he having done, at 8 a. m., 220 miles 1,110 yards. This also beats Shorland's 220 miles 510 yards on a geared ordinary last year.

After a rest Shorland resumed. At midday the scores stood: Shorland, 292; Bidlake, 280; Cocker, 270; Bates, 263; Lacaille, 250.

As the finish approached Shorland woke up amazingly and in the last hour rode over twenty-one miles. He completed 400 miles at 6:45 amid immense cheering. At 7 o'clock he had done 405 miles. Bidlake also did eighteen miles in the last hour.

Shorland finished quite fresh, going at top speed. Sames was merely crawling. Bidlake went well to the last. Lacaille freshened wonderfully toward the finish and dashed along at a brave pace. Cocker and Hammond maintained very fair paces. Chereau was merely adding to his score.

C. W. HARTUNG.

### The General to the Rear.

GENERAL POORMAN is not always to the front as a soldier should be. After having solemnly promised Walter Measure and a score of others that he would be on hand at the meet and help celebrate here, he beat an ignominious retreat at the last minute and disappointed the men who waited for him at the train. We are ashamed of the general.



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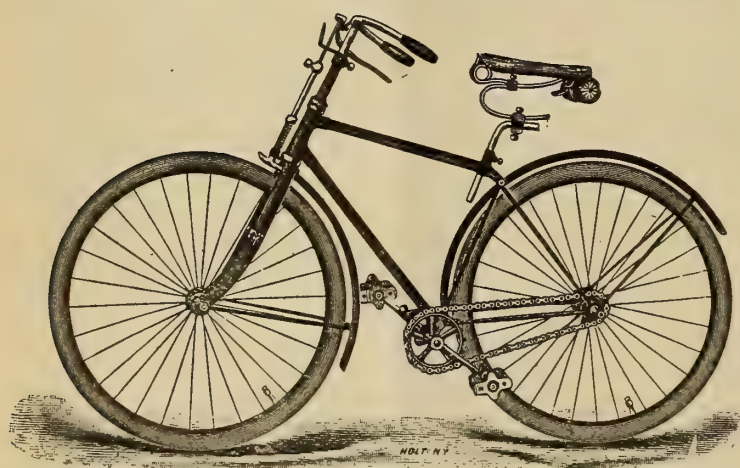
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## Saddle Catalogue.

It will be appreciated by lovers of art, also of fine, fast, and fashionable saddles. Although the publishers will still be losing money, they will send it upon receipt of

THREE TWO-CENT STAMPS.

## PERSONS & MULLER MFG. CO., New York City.

MENTION THE BEARINGS.





## AN ENGLISH OBJECT LESSON.

EDITOR THE BEARINGS: The absurd condition of English amateurism is vividly illustrated by Schofield's expulsion. The proved and acknowledged facts in his case are: That he is a mechanic, and the son of a mechanic; that he was employed as an apprentice in a bicycle factory; that he paid his own training and racing expenses, and also repaid the company for each day he was absent from his work; that he raced and trained nine weeks in one season; that he was not employed or paid by anybody to race, and nobody paid his expenses, and nobody paid him to ride any particular wheel. He was the best man England had, and the one most likely to win an international championship for the glory of England. He being thrown overboard, England has no champion. Her long and hardly won world's supremacy is thrown away.

It seems clear that if Schofield had not been a mechanic and the son of a mechanic, but had been a lord's or squire's son, and had trained, raced, and paid his own expenses exactly as he has, not only nine weeks in a season but eighteen weeks, or all the time, he would be declared a pure amateur. If he were a lord's son, he might be so nearly a professional as to have and do no other business whatever except racing, and he would be a pure amateur! The object of the English rules appears to be to prevent the best men from winning, and to confine amateurism to—not the best racing merit, not the best good of the sport, but certain snobbish social distinctions.

Shorland narrowly escaped a like fate. He only had a temporary license for one race—the Cuca 24-hour cup race—in which he proved himself the greatest racer in the world at that distance and time, and England's sole remaining glory. But this very likely seals his fate. He, too, must soon go. He isn't one of the "pure gentlemen," as society is classed in England. There is a strain of mechanic blood in his veins.

If Osmond rides for England, he also is guilty of an offense. He is agent for a certain wheel, and he rides that wheel, and any victory he may gain will help the sales of that wheel. In fact, Zimmerman, or Johnson, or Sanger are not more guilty than Osmond—if that is an offense against pure amateurism.

America may take warning from the English situation. Amateurism has been made so ridiculously "pure" in England that it has wrecked her national supremacy in the sport, ruined all present and prospective chances for England to stand at the head of the world in wheel racing, and made her an object of contemptuous ridicule.

If America is to keep her supremacy in this sport, American amateur rules and their enforcement must have for their objects: To promote and encourage the best racing; to keep racing honest and popular; to encourage the best men to become racers and to remain in the amateur lists, by such liberal rules that there will be more honor, and more profit, and also more popularity to be an amateur than to be a professional; to keep the amateur qualifications based upon cycling merit and honest sport, and not

upon social distinctions; to cease pursuing every famous racer with suspicion and calumny, and, instead of rewarding him with persecution and abuse, crown him with fame and popular applause so long as he races honestly, wins fairly, and gives renown to his country; and make such rules that he can honestly earn a fair compensation for his expense and toil—skill and success.

In short we want to make this the most popular, the most honorable and honest, and the most profitable gentlemen's sport of the world; its rules so liberal that the lists shall be freely open to all, poor or rich, with a just promise of both fame and profit for those who achieve great success. Every restriction that contravenes this is injurious, and ought to be abolished; and must be, if America is to maintain her supremacy of the world.

One of the American and English rules that is particularly absurd, and is also dishonest and a fruitful breeder of dishonesty, is the rule that a racer must not sell or dispose of the prizes he wins. Zimmerman, if he has honestly kept this rule unbroken, must have a room full of old, out-of-style wheels, including a lot of old ordinaries, that he has won. All our big racers win wheels that they can not themselves use, that in another year will be out of date. Also a great champion may have watches, rings, and jewelry all over him, and a house full of pianos, bric-a-brac, and other stuff that he does not want but must not sell. Hence every racer of note is an object of slander, of suspicion, continually hounded by the dogs of dishonor and calumny.

This rule is dishonest. When a racer fairly wins any prize, he honestly earns it. By both law and morals it is his, just as much as if he had earned it in any other way; his to sell, to give away, to use, or to dispose of; his in fee simple and whole. But the rule makes him merely its keeper. Under the rule it is not the property of anybody. It does not belong to either the giver or the winner, or to anybody else. Abolish that

absurd rule, and you will abolish by that one stroke half the abuses of the present racing system. More, you will encourage honest racing, and permit honest racers to win honest fame, instead of dishonest suspicion and calumny.

Another ridiculous and mischievous rule is that concerning the payment of expenses. The only restriction ought to be that a racer shall not hire himself to race, thereby making racing his professional business, and deriving from it an income not dependent upon his winnings only. But whether a manufacturer, or anybody else, pays his training and traveling expenses, or whether he rides one wheel or another, makes no difference in the opinion of the public. Whatever helps the best racers by encouraging them to win by honest and fair racing, and to make great races through severe and expensive training, encourages the sport, and deserves praise instead of blame. After all the outcry about promateurism, it has always appeared to me to be a great good for the sport, provided its abuses are suppressed. I believe so now. I believe that if it were open to the ambition of every promising young racer to win such aid as would pay his expenses and furnish him with skillful training, but would compel him to look solely to his winnings for any profit from racing, it would greatly promote the sport, and insure a large body of the most speedy, skillful, and enduring racers in the world.

One thing is certain, we will not long continue to have great racers unless it pays to become a great racer—pays not only in fame but in prop-





erty. The choicest youth of no country will long devote their best years, their early energies, time, toil, and means, at a great expense, to become bicycle champions, if their main reward is abuse, slander, and suspicion, and not a clean, honest fame, and also an honest and reputable profit. Mere notoriety, blackened by all sorts of damnable charges and suspicions, and relieved only by such gains as are abused as disreputable or suspected, is too dear a price to pay for such a pig's-tail whistle.

There has got to be a reform—a great, broad, liberal reform—or else the future of bicycle racing looks dismal, with a strong probability that the cash-prize professional management will gobble control of the sport and its mightiest champions.

"PRESIDENT" BATES.

GRAND RAPIDS, MICH., August 5.

## DOINGS IN FRANCE.

PARIS, July 28.—Much excitement was created last week at the close of the 6-hour race at the Buffalo track by the action taken by F. Charron, manager of the Humber-Paris branch, who came up with an attachment on the wheel Nicodemi had ridden to victory in the race, on the ground that the machine, which was supposed to be a Gladiator, made by Messrs. Aucoc & Darracq, was really a Humber frame, with the name scratched off. Accompanied by a sheriff's delegate, Charron got hold of the wheel as Nicodemi dismounted, and had it examined at once, showing on the head a stamped number, which he claims he can prove to be one of Humber's series. The frame was sealed and sent in the custody of the authorities, pending a lawsuit the Humber people intend to bring against Messrs. Aucoc & Darracq. It is said they will claim \$20,000 damages, and the insertion at the defendant's costs, in the cycling papers, of a note stating that all Nicodemi's records were made on a Humber machine.

People are at a loss to guess what made the Gladiator makers, who rank high in the trade, resort to such a trick. It is said that the principals of the firm had no knowledge of it and that Mr. Suberbie, who has taken care of Nicodemi since he has been riding, is responsible for all that happened. This seems to be borne out by the fact that Mr. Suberbie left the firm's employ the next day rather hurriedly, it is said.

### The Records.

Stephane, once more robbed of the 24-hour championship honors by jolly Frank Shorland, of London, has set his teeth together and says he will go Frank one better. He is now in active training on the road and will take in a 160-mile road race, organized by the Lyons *Express*, where he will meet Dubois and Nicodemi. This, he says, is just to put a little interest into the drudgery of his training. If fit, he will then go for the 24-hours at the end of August.

Nicodemi, who has been unlucky of late with his records, has gone down to Arles, the home of Allard, the holder of the 100-kilometer road record. On the famous road from Arles to Salon, Nicodemi will try for the 100-kilometer and also for the 12-hour record. He is in fine form at present and should succeed.

Corre, the toughest road rider in France, who was bent on trying for the 1,000-kilometer record, has changed his mind and will get rid of some of the flesh he has taken on since he settled in the trade and secured a store of his own, by getting at once in active training for an attempt at the 24-hour record.

### A Match Race.

Dubois, of "Jonah" fame, is to run in about a month from now against Fournier—the race to last an hour—for \$200 a side. As pacemakers will be allowed and the match is to be run on the Velodrome de la Seine, the hour record may go, Dubois being the present holder of the record, which he took from Fournier.

Dubois' record of 11:43:00 for the distance between Paris and Rouen and back, was beaten yesterday by Alexander, who rode the distance in 11:24:00. Poor old Dubois' string of records begins to thin out, and he also has it in for Shorland, who annexed most of his long-distance records in the Cuca Cup race. But Dubois is as young as ever for everything cycling, and says he will show this newly born baby how his papa can ride and that he can still make a few of them hustle.

### The Week's Races.

Some very good racing was witnessed at the Buffalo track on Sunday afternoon, when most of the cracks were in attendance.

The mile race was run in four heats, won respectively by Baras, M. Farman, Louvet, and Antony. The final was won by Louvet in splendid style, beating Baras by a bare length; M. Farman third. The three juniors keep improving all the time and some of the old-timers find their legs grow suddenly lengthier when any of the trio is in the lot. Baras has taken another lease with the speed-merchant, seeming in much better form than a few weeks ago.

The one-kilometer championship of the Amateur Union was then run and fell to Mercier, Jr., beating Danfray, to the general surprise of all.

The thirty-kilometer race, with a time limit of 55 minutes, was won by Fournier, who has recovered his old style and spirit and will be shortly in tip-top condition for his match against Dubois. He beat, by a splendid spurt, Louvet, who was second; M. Farman third, and Antony fourth. Time, 52:25 4-5.

A racing meet was also held at the Buffalo track on Thursday night, the electric light having at last been put in condition. Fournier again showed up splendidly, winning both races in grand style, with Antony a close second in both cases.

ALBERT G. ROUX.

## INTERNATIONAL CYCLISTS ASSOCIATION.

### Constitution and Racing Rules.

The following are the constitution and racing rules of the International Cyclists' Association, under which the international championships are run. The members of the association are the United States, Canada, England, Scotland, Ireland, France, Italy, Holland, and Belgium:

(a) The International Cyclists' Association of the recognized governing bodies of amateur cycling sport throughout the world, is formed expressly and solely for the holding of the "amateur cycling championships of the world," and for the proper conduct and carrying out thereof.

(b) The unions of all countries shall be eligible to membership in the International Association providing they enforce a strict amateur rule. The board of the International Association, consisting of one delegate from each country that has already joined, to be sole judge whether the amateur rule of any union desiring membership is sufficiently stringent and properly enforced.

(c) Membership in the International Association may be conferred on a resolution to join being duly passed by a two-thirds majority of the executive body of the union in the country desiring membership.

(d) Each union taking part in the International Association shall furnish the sum annually voted by the board to cover clerical, postal, and other necessary expenses, and shall be responsible for the carrying out of the meetings on the terms of the agreement below, when called upon to do so.

(e) The world's championships shall be open to riders of all classes of single bicycles, and shall be held at the following distances:

1 mile for short-distance championship.

10 kilometers for mid-distance championship.

100 kilometers (with pacemakers for each rider) for long-distance championship. Also, if possible, a team race of teams of not more than four, over a distance of ten kilometers.

(f) Only riders are eligible to compete who have won the amateur championships of their respective countries, or who have been officially chosen by the body ruling the cycling sport in their own country, and who are amateurs according to the following definition:

An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides), or who is recognized as an amateur by the ruling body of his country.

(g) The championship meetings shall not be held later than September 30, nor earlier than August 1, of each year, or at such other time as may be decided by the board.

(h) The venue of the meetings shall be changed each year, no country to have the privilege of holding a second meeting until all the countries of the International Association sending competitors have had the opportunity of conducting a meeting. A country that has not sent any competitor for three consecutive years shall be deemed to have forfeited its right to hold a championship meeting of the International Association until the next series.

(i) The places of meeting shall be decided by a majority vote of the International Board.

(j) Each country sending competitors to any one meeting shall be entitled to two official representatives on the board of management of that particular meeting.

(k) The country carrying out each meeting or series of meetings shall take one-half of the net profits, the other half to be divided equally among the other countries sending competitors. In the event of one other country only competing, then the managing union shall take two-thirds and the other one-third of the profits.

(l) The expenses of the competitors may be paid by the unions of the countries they represent.

(m) The prizes of the championships shall consist of special gold medals and in the team race of a challenge shield, to be approved by the board, each rider competing also being presented with a silver medal recording his performance.

(n) The races shall in all cases be held on a fair track, which should be at least 400 meters in circumference (measured .30 meters from the inside edge), 7 meters in width, and 1.25 meters in the banking, the choice of the track to rest entirely with the country holding the meeting. The foregoing measurements to be adhered to as far as possible.

(o) All elections and other questions of appeal to the board of the association shall be decided by mail vote to the secretary of the association, who shall communicate result of same to each delegate to the board.

### Racing Rules.

The rules under which the meetings shall be conducted are as follows:

1. Unions desirous of sending competitors must notify their intention, together with the names of the competitors, to the honorable secretary of the union managing the meeting, in sufficient time for him to receive the entries not later than seven days prior to the date fixed for holding the meeting.

2. Any dispute which may arise in connection with any of the contests shall, if either of the parties to such dispute so desire, be referred to the board of management of the meeting, whose decision shall be final.

3. No union or governing body in the International Association shall hold, or recognize within its territory, any race which shall be announced as for "the championship of the world," or "a world's championship," other than the races held by instruction and on behalf of the International Associ-



ation; and every union in the International Association shall take every step in its power to prevent the holding of any such meeting.

4. Until decided otherwise by the International Board, all world's championships shall be "bicycle races," the definition of a bicycle for such purpose being, "Any two-wheeled one-track machine carrying one rider."

5. Any objection respecting foul riding during a race shall be made in writing to the judge as soon as possible after the race, and shall be considered by the board of management of the meeting at the earliest opportunity. If possible, on the ground.

6. A bell shall be rung before each heat or race, and, after sufficient time has been allowed for competitors to get to the mark, a start shall be effected by the firing of a pistol.

7. Attendants, when pushing off competitors, must keep both feet behind the mark. Should the attendant cross the mark with either foot while starting such competitor, the competitor shall be liable to disqualification.

8. In starting, the foremost part of the competitor's machine in contact with the ground must be placed on the mark.

9. Should any competitor start before the signal, the men shall be called back, the offending competitor warned by the judge, and should he repeat the offense, he shall be ruled out of the race.

10. As far as possible the times of the programme shall be adhered to, but no race or heat may be started before the stated time except with the consent of all the competitors concerned.

11. Before the race, lots shall be drawn by the competitors for positions, counting from the inside of the track.

12. None but the officials of the meeting, the press, the competitors, and attendants shall be allowed within the inclosure except by special permission of the secretary or referee of the meeting.

13. Competitors and their attendants shall be allowed within the inclosure only during the time between the heats preceding and following that in which they are engaged.

14. Every competitor must wear a scarf of a color or colors distinctive of the country he represents, and also a number corresponding with his number in the programme, the ticket bearing the number being placed on the back of the competitor.

15. Competitors may dismount during a race at their pleasure, and may run with their machines, but they must keep to the extreme outside of the track whenever dismounted.

16. A competitor passing another must always pass on the outside of the track, unless the man who is passed be dismounted, or has retired from the contest; and must be a clear machine's length ahead before taking ground in front of his opponent. The inside man must allow room for his opponent to pass, and any competitor guilty of foul or unfair riding shall be liable to disqualification.

17. If a machine becomes disabled in the course of a race, the rider shall be allowed to use another.

18. The officials shall consist of referee, judges, umpires, starter, timekeeper or timekeepers, clerks of the course, lap-scorers, and the members of the race committee, including the secretary of the meeting.

19. It shall be the duty of the judges to declare the placed men in every heat.

20. It shall be the duty of the referee to instruct the umpires, to act as he may think fit in cases of misconduct by attendants, and to disqualify any competitors who have become liable to disqualification. His decision shall in all cases be final.

21. In starting, the judges shall give their instructions to the competitors and attendants, and shall see that the men are placed in position after having caused them to draw lots; and every competitor shall go to the mark so drawn, and any refusing to do so shall be liable to disqualification by the referee.

22. It shall be the duty of the umpires to watch the riding, and to report to the referee any competitor or competitors whose riding they consider unfair.

23. It shall be the duty of the starter, when it has been reported to him by the judges that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say, "Mount." In a few seconds after to say, "Are you ready?" and, if no reply to the contrary be given, to effect the start by report of a pistol.

24. In case of a fall within twenty-five yards of the start, the competitors shall be called back by the starter by the ringing of a bell, and restarted. Any competitor refusing to obey the starter shall be at once disqualified by the referee.

25. It shall be the duty of the timekeeper or timekeepers to take the times of the first and second in each race, and such other times as the secretary of the meeting may have previously arranged. The timekeepers shall be approved by the unions they represent.

26. It shall be the duty of the clerks of the course to call over the names of the competitors in the dressing-room before the starting of each heat, to ring the bell shortly before the time that each heat should be started, and to see that the competitors have their numbers properly exhibited.

27. It shall be the duty of the lap-scorers to check the number of laps ridden by every competitor, and to give the distance ridden by any competitor at any point when requested to do so by timekeeper or judge. In long-distance races a lap-scorer should be provided for every two competitors, and an additional one to check the laps of the whole of the riders.

One of them shall be appointed to clearly indicate to the various competitors the number of laps they have still to cover, and the same official shall denote the last lap by the ringing of a bell.

28. It shall be the duty of the board of management of the meeting to appoint the officers to conduct generally the business of the meeting and to adjudicate on any points not provided for.

29. It shall be the duty of the secretary of the meeting, under the direction of the board, to see that the various officials are at their respective posts before the first race is started, to provide for any contingency that may arise, and generally to conduct the meeting.

30. The board of management of the meeting reserves the power to postpone all or any of the races in cases where they think it necessary, but in no case shall a race be postponed longer than seven days.

31. The finish of all races shall be judged by the first part of the machine which touches the tape which shall be fastened flat on the ground at the winning-post.

## NOTES FROM THE CIRCUIT.

A. J. Nicolet, Sid Black, and Roy Keator paraded Fort Wayne streets on unicycles and aroused the town to a high pitch of excitement.

Bliss beat Lumsden twice at Fort Wayne. These were his first victories over his club mate. Both rode in the same races and neither had the advantage.

Kellar, of South Bend, is an exceedingly unlucky man. In the relay ride he sustained injuries that laid him up a week, and at Fort Wayne he came out of a tumble crippled for some time to come.

Tuesday morning, on the Detroit track, Harry Tyler rode a quarter-mile, flying start, in :26 4-5; and later did :26 1-5 at Springfield, Mass. The previous Sunday he rode a mile unpaced in 2:10 1-5, and a quarter in :27 1-5, all good performances.

McDuffee's heart was broken when he fell and bent his wheel in the Hilsendegen road race. It was the wheel on which he had won many time prizes this year, and he could never seem to get it just right again. He returned home to build another.

"Well," said Papa Sanger, "here is the place for Wallie to rise or fall, for fifty-three years ago today I had a fall on this very track (Milwaukee), caused by a colt I was training kicking me in the face and breaking my nose." Wallie didn't fall.

When S. A. Miles, handicapper of the Chicago district, was in Detroit at the meet of July 10 and 11, he took pains to give Louis Schimmel some instructions in handicapping which he needed badly. Excellent results were shown at the last meet.

"Birdie" Munger showed absolutely no form at Detroit. He fared miserably in every race. Birdie owns and sails a yacht and this distracts his attention from track work. Success is gained this year only by hard, systematic, painstaking training, which "Birdie" has not had.

Zimmerman gave his field—in the two half-mile handicaps, the first and second day, at Detroit—twenty yards additional handicap and then won. This distance was then added to by his riding wide of the field and cutting to the extreme outside of the fifty-foot track for the last quarter.

Welton Flinn, the old-time Chicago boy, walked away with the first prize in the lantern parade last Monday night at Detroit. His was a great single-masted vessel with outriggers, from which five dozen lanterns were pendent. The parade was around Belle Isle and return, hundreds of wheelmen participating. A suspension bridge rigged up on two tricycles was awarded a special prize.

Leeming was disconsolate the second day at Detroit. After Tyler's fine showing the first day and fine work in practice he looked for a clean sweep; but Tyler did not show up strong in the hard finishes, being among the "also rans" in nearly every instance. There is a good excuse for Tyler, for he has catarrh and it affects his stomach. The second day he was repeatedly sick at his stomach.

## Leaves Everything to the Local Board.

BALTIMORE, MD., August 5.—The conference between the national Racing Board and the Maryland racing board recently, at Brooklyn, was important to the wheelmen of Baltimore. The efforts made by Chief Consul Albert Mott and B. F. Mullikin, president of the racing board, to throw matters pertaining to racing more into the hands of the local board were successful. The national Racing Board, through Chairman H. E. Raymond, has decided that hereafter all matters pertaining to racing in the Maryland division will be left to the division board, and sanction for race meets will only be granted on the recommendation of local officers. This action is directed against race meets which have been held at Bay Ridge and Tolchester and which, it is said, are fixed by the men to suit themselves, and are run so slow—being a loaf throughout—that it has turned the public against them. Sanction will be refused hereafter except where the officers are satisfied that the tracks are in a fit condition for racing. An application to the national board will be referred back to the local board for recommendation, which, if refused, will in turn be refused by the national board. As for Bay Ridge and Tolchester, no sanction will be granted for race meets to be held at either place, and any meets held at same will be classed as road races; and as the league does not recognize road races, they will count for nought.



## HOW SADDLES ARE MADE.

Description of the Garford Plant at Elyria—A. L. Garford's History—A Typical Self-Made Man—His Staff.

Elyria is a delightful little town on the main line of the Lake Shore road about twenty-six miles west of Cleveland. It is entirely after the modern idea in its conception, abounding in shade trees, while its streets and avenues are all wide and surfaced with unusually good riding material. Cindered side-paths, built especially for the bicycle, both to Oberlin and Lorain—distanced eight and nine miles respectively—and the fact that the highway to Cleveland is always in rideable condition, tend to make Elyria a popular resort for wheelmen. Not the least attractive feature is the excellent dinner which mine host Brooks, of "The Andwur," never fails to provide for the hungry cyclist.

A number of manufacturing enterprises of national reputation are here located, and among them the famous Garford Mfg. Co., whose saddles of the same name have earned for themselves a world wide reputation, and are to be found on most high-grade bicycles of American make. We were recently permitted to accept the hospitality of this concern, and as little about it, either personal or otherwise, has found its way into the columns of the cycling press, an illustrated description will, no doubt, be of interest to our readers.

The main factory in dimensions is 40 x 100 feet, three stories and basement. It is as substantially and prettily built as most brick residences. Its location is admirable, directly alongside the Lake Shore tracks, a spur from which runs to the receiving door in the rear.

The basement is used for heavy machinery, the blacksmith shop, spring formers, etc. The first floor contains the offices,—which are finished in oak throughout,—the tool-room, and the polishing-room. The second floor is given up to nickel plating, buffing, and the leather-room, in which latter the hide is transformed into the perfect saddle top. The top floor is used for shipping, stock, and assembling. The engine building is separate, and does not show in the cut. The engine is 150 horse-power.

Although this factory has reached this year a capacity of 1,000 saddles per day, this seemingly enormous output has proved inadequate to the demand, and the company are adding another building in the rear, to which the present leather department will be transferred, and which will provide ample storage accommodation, sadly needed during the past season. The above particulars are somewhat terse, but will serve to give a comprehensive idea of the detailed formation of the only factory perhaps, in the world, built especially and exclusively for the manufacture of cycle seats.

Asked in regard to the proposed novelties for another year, Mr. Garford said that they had been gratified to notice that the demand was again shaping itself toward saddles with a spring to them, and that the "A" saddle, commonly known as the Garford U-spring, was again being ordered in large quantities. The comments of riders, too, have led them to believe that the future is not going to be entirely confined to the scorcher variety of saddle, as it has been this year, and to satisfy this approaching change they will offer a number of novelties, from which they confidently expect gratifying results.

The history of the Garford business is somewhat romantic and not generally familiar to our readers, so that a word here might not be amiss. Mr. Garford, in 1886, was occupied in banking, and several other enter-

prises of a sedentary character. He had taken up the bicycle as a means of exercise, but was not satisfied with the saddles in use at that period. Naturally of a mechanical turn of mind, he constructed a saddle after his own idea, which he subsequently patented because he was well pleased with it himself, and his friends seemed to be also. This saddle was identical in shape with the safety saddles they now manufacture under the letters "E" and "F," only it was made for the ordinary. Mr. Garford had no intention at that time of engaging in the manufacture of saddles, and offered his patent to one of the largest bicycle manufacturers, who could see nothing in the invention. He then concluded he would make a few saddles for fun in a quiet way. The saddle immediately "caught on," and it was not long before he was compelled to associate with him the present vice-president and secretary and treasurer of the Garford Co.

The growth of the business has been steady from the start, and the Garford Mfg. Co. can now claim, without exaggeration, that they have the largest saddle manufacturing business in the world, and are in a position to, and do, make and deliver more saddles than any other concern, not excepting the largest English manufacturers.

We do not exaggerate when we state that A. L. Garford is one of the most prominent young business men in northern Ohio. He has not yet reached the age of thirty-five, yet his name is prominently identified with nearly every enterprise located in Lorain County. Indeed he has not confined his energies to Ohio, but is officially interested in a

number of manufacturing concerns of other states, among them the Hunt Mfg. Co., of Westborough, Mass., of which he is president. He is a typical self-made American, and owes the acquisition of a competency to his own endeavors, unaided by any series of fortuitous circumstances. A farmer's son, he entered the employ of the Savings Deposit Bank Co. at an early age, and remained with this institution until he became its cashier and established a reputation,—which extended far beyond the confines of the county,—as an expert banker. A close scrutiny of his record does not develop a single undertaking where he has failed to achieve success, the remarkable career of the Garford saddle being but one of the enterprises he has brought to a happy financial issue.

Personally, Mr. Garford is possessed of a rare geniality, to which conceit or self contemplation is entirely foreign and any who are fortunate enough to come in contact with

him are very apt to remain his friends permanently. Although his name is familiar to all owners of bicycles, we believe we have the honor of publishing his portrait for the first time.

Herbert S. Follansbee, vice-president of the Garford Co., has been actively associated with them ever since they started. In fact, he personally sold the first invoice of saddles the company made. Mr. Follansbee is from training a commercial traveler, having served in that capacity for something over ten years with Reed & Barton, the famous silversmiths. As a youngster he was an athlete of no ordinary ability, his mile walking record being 7:30. Like many old travelers, Mr. Follansbee has tired of the road and finds delight in a quiet life with his family in Elyria.

F. N. Smith, the secretary and treasurer, is an old devotee of the sport, and a veteran of the L. A. W. for many years. He was manager and cashier of a large manufacturing concern in Elyria, the position being quite similar in its requirements to the one which he is at present occupying.

The Garford Co. is represented on the road by Edwin Oliver, who is too well known to both trade and public to need any extended comment at our hands; suffice to say that he has successfully filled every chair in the gift of



R. B. MACMULLEN.



EDWIN OLIVER.



A. L. GARFORD.



F. N. SMITH.



H. S. FOLLANSBEE.



cycle manufacturers from the management down, and filled them all well.

Parkhurst & Wilkinson, of Chicago, have the exclusive agency of the Garford saddles for all territory west of Elyria. While this house is of lineage most ancient, it is mainly known to the cycling trade through R. B. McMullen, who is confidentially associated with it. Mr. McMullen is a Canadian, but came to this country at an early age and entered the employ of Parkhurst & Wilkinson as an office boy; he has been with them ever since. Their cycle department is purely of his creation and was con-

ness men; don't come with suspicion in your hearts and jealousy in your minds; don't have a banquet and a wine drinking contest, but bring your business sense with you, and talk what you think; vote for what you want, and then live up to the platform adopted; it is the only salvation, for just as sure as something of this kind is *not* done, eighteen months from now will witness the fall of the last bicycle maker in America. Free trade is knocking at our door.

BOLAV.

### PACEMAKING IDEAS.

If the ingenious gentlemen whose inventiveness runs riot in devising cunning arrangements of automatic pacemaking watches would turn their attention to the practical, they might furnish long-distance men with a really useful article, the need for which has impressed itself upon me during sundry more or less abortive efforts at long-distance training which I have been making lately, says the "Old File," in the *Irish Cyclist*. There are scarcely ever two men on a path at the same time whose ideas of the pace useful to them for their own purposes coincide; the steady slogger desires to reel off his ten or more miles at a uniform pace; but the shoal of sprinters who swarm over the track sorely tempt him to hang on for a few laps, with the result that he goes too fast for his distance. His only hope, therefore, lies in a stern resolve to abjure the enticement of a lead, and to adhere to his own pace, regardless of extraneous inducement; and to do this, with the consciousness that he is going at the pace he decided upon, a man requires either a careful and painstaking timekeeper to coach him, or a mechanical adviser in the shape of a handle-bar watch.

Watches on the handle-bar can be made to go with sufficient accuracy for the purpose, if carried in a well-made clip, such as Munn's. Wristlets I bar, not only because the tiny watches they carry can not be read without removing the hand, but also because the strap around the wrist is uncomfortable. A full-sized watch with second hand is very useful, provided the rider has a good memory for figures and is content to reckon the time out as he goes along, a glance at the seconds hand as he crosses the tape each time enabling him to see whether he is going the right pace. On a track measuring three laps and a half to the mile, for instance, he has to recollect that 51 seconds per lap will be just a shade over twenty miles an hour, so that for this rate of speed his laps must be done in :51, 1:42, 2:33, and (the half in :25 1-2) = 2:58 1-2, giving a second and a half margin for an occasional slow.

The ideal lap-pacing watch would have two hands only—a center-seconds hand and a lap-recording hand, and would be regulatable at will, so that the rider could set it to complete a circuit of the dial in exactly the time he wished. Thus, for twenty miles an hour he would set the hand to go faster than the usual seconds hand, his seconds hand completing a circuit in 51 seconds; and for a faster rate of speed it would complete a circuit in less time according to the rate it was set for. The other hand would correspond



THE GARFORD PLANT AT ELYRIA.

ceived by him from a sale of raw materials he made several of the earlier manufacturers way back in 1879. This department has grown with the trade until now, when it is safe to say that Parkhurst & Wilkinson do the largest business in raw materials of any concern in the world.

### IMPRESSIONS OF AN EVERY-DAY MAN.

Everybody and his wife are attending the international races. The wheelmen have the town. The silver convention has ceased to wade in gore, and although the country is a mighty long way from being saved, the bridles of the street-car horses are not dripping human blood. Just the same the business affairs of this great country are in a bad way, for which no one is to be blamed except our own good selves; and no branch of trade is in worse shape than the bicycle business. McDonald, of New York, wants the manufacturers to formulate a code of ethics or something of that kind, and Kennedy Childs wants a trade association. Both schemes are good, and it is to be hoped that the men most interested will get together during the meet and establish some sort of a platform, which should have a solid foundation. In the present state of affairs it is impossible for any maker to figure with any degree of accuracy as to what he will or may do in the future. It is generally believed throughout the country that the bottom has gone out of the cycle business, and that the best machines will be sold at a very small part of the present prices, during '94. For this reason, if for no other, those makers who have the greatest influence should establish a list price and a set of discounts. Nothing that could be done would have a greater tendency to re-establish confidence than a move of this sort by the prominent makers; and unless it is done there will be a most disastrous smash this fall. The old jealousies and trade shyness must be laid away, and prompt and decisive measures taken. No one knows this better than the bicycle manufacturers, and it is only their own pride and jealousy which has kept them from organizing long ago.

This has been a bad year for those who make and sell bicycles—a most unprecedentedly bad year. It is doubtful if even the greatest and best organized factories have made a manufacturer's profit, and the little ones have not come out even. The dealers have fared worse, and those among them who can worry through these gloomy days will do so on capital other than that supplied by the business; while many have already given up the ghost, and others will very, very shortly. Those of the dealers and those among the makers who manage to last till next season will undoubtedly do better than ever before. Competition will not be as close; new blood will be let into the veins of retail trade; the market will not be so glutted with obsolete and cheap patterns—thanks to the auction houses, which are disposing of thousands of this kind of plunder now. The jobbing (and consequently cutthroat) business will be eliminated on account of the inevitable cut which must come in the retail price, and so the ill wind will have blown good in the end. In the mean time, combine, combine, combine. Not to corner the market, not for speculative purposes, but for protection from the thieves and cutthroats, the auction men and schemers, who have been for years fattening on the inane and suicidal policy which has so long been the disgrace of the cycle business. Get together like honorable busi-



"THE ANDWUR," AT ELYRIA.

ness to the minute hand of an ordinary watch, traveling a circuit in sixty laps. Such a watch would be useful for the road to a less extent, the seconds hand completing its circuit only once in 3 minutes—or whatever other rate per mile it had been set for.

The idea of a pendulum, to which the rider's feet would keep time, is quite impracticable, since it would require unremitting attention, whereas the racing man needs keep his eyes open, watching ahead and around him, and anything more than a momentary glance at his watch once in every lap is out of the question.

### She was Particular.

A Michigan girl recently took a spin on a bicycle and when several miles from town her dress caught in the chain, causing her to make a sudden dismount. She couldn't loosen the garment and had to stay where she was until a wheelman came along. He wanted to cut the dress, but the young woman would not consent, and the rescuer had to ride to town for a wrench to take the chain off.



## BALTIMORE RACING.

BALTIMORE, MD., August 5.—The initial tournament of the Associated Cycling Clubs of Baltimore took place today at the Park Cycle Track. The racing was fairly good. Washingtonians carried off the bulk of the prizes. The heats were well contested, but the finals were loafs and complaints were heard on all parts of the ground as to the ordinary riding. The officers should place a time limit upon all races or the track will suffer. Summary:

One-mile novice, first heat.—C. E. Neal, first; H. R. Boarman, second; Paris E. Breugle, third. Time, 2:44 1-5.

Second heat.—C. J. Ronsaville, first; W. J. Espey, second; Geo. F. Dandeleit, third. Time, 2:40 2-5.

Final heat.—W. J. Espey, first; C. E. Neal, second; G. F. Dandeleit, third. Time, 3:24 3-4.

Quarter-mile open, first heat.—Walter Wilmer, first; Wm. H. Mullikin, second; W. H. Weber, third. Time, :35 4-5.

Second heat.—Wm. F. Sims, first; E. E. Clapp, second; F. W. Hutchings, third. Time, :35 2-5.

Final heat.—E. E. Clapp, first; Wm. H. Mullikin, second; F. W. Hutchings, third. Time, :33 3-5.

Half-mile state championship.—Walter Wilmer was the only starter and was given the race.

Quarter-mile handicap, final heat.—C. E. Gause, first; J. A. Mead, second; Wm. Holland, third. Time, :33 4-5.

One-mile open.—Bert Morrison, first; H. B. Schumacher, second; H. A. French, third. Time, 2:49 2-5.

Half-mile handicap.—E. E. Clapp, first; W. Wilmer, second; W. F. Sims, third. Time, 1:10 1-5.

One-mile 3-minute class.—H. A. Rhine, first; H. A. French, second; C. J. Ronsaville, third. Time, 2:43 4-5.

One-mile 2:30 class.—F. B. Marriott, first; W. H. Wood, second; J. M. White, third. Time, 2:38 1-5.

Two-mile state championship.—H. B. Schumacher, first; R. H. Carr, second; F. H. Harvey, third. Time, 5:51 4-5.

One-mile handicap.—H. A. Rhine, first; A. Wall, second; R. H. Carr, third. Time, 2:41.

## SOLILOQUY OF M'SCORCHER.

To ride, or not to ride—that is the question—  
Whether 'twere nobler in the mind to suffer  
The taunts and jeers of some outrageous duffer,  
Or to go plugging through a sea of loafers,  
And having caught them—lead them—to lead, to pace.

To pace! perchance to lose—ah! there's the rub,  
For in that losing what reports may rise  
That we have shuffled, swindled—sold the race!  
First taking odds against our noble selves;  
Then waltzing in a miserable third,  
Whilst in our inmost heart of hearts we know  
We lost the race through magnanimity.

Who would records break?  
And groan and sweat around a cinder track,  
If to uphold the records one has made  
One has to go "all through" in every race,  
And be outsprinted in the final rush.  
Oh! mindless dolts, who preach but practice not,  
Denouncing those who play a winning game,  
And doubly damning those who go "all through,"  
Say, what's a wretched racing man to do?—*Irish Cyclist.*

## Milwaukee is Chilly to the N. C. A.

MILWAUKEE, WIS., August 5.—There was a small attendance at the initial meet of the cash prize league here today. The Milwaukeeans apparently do not care for this kind of racing. Harry Wheeler captured most of the money, although Charles W. Price showed up well. Summary:

One-mile open.—H. C. Wheeler, first; A. B. Rich, second; C. W. Dorntge, third; J. C. Fuhrman, fourth.

One-mile novice.—H. Kanaska, first; J. S. Starbuck, second; T. Jonas, third; A. C. Bartlett, fourth.

Half-mile open.—H. C. Wheeler, first; A. B. Rich, second; C. W. Price, third; C. W. Dorntge, fourth.

One-mile handicap.—C. E. Kluge, first; H. C. Wheeler, second; C. E. Simons, third; C. W. Price, fourth; C. W. Ashinger, fifth.

Two-mile handicap.—C. E. Kluge, first; C. W. Ashinger, second; C. W. Price, third; C. W. Dorntge, fourth; Frank Albert, fifth.

MILWAUKEE, WIS., August 6.—There was a slim crowd at the N. C. A. races today and the management lost money. Summary:

One-mile open.—H. C. Wheeler, first; C. E. Kluge, second; A. B. Rich, third; C. W. Dorntge, fourth. Time, 2:48 1-5.

One-mile handicap.—C. E. Kluge, 65 yards, first; H. C. Wheeler, scratch, second; C. W. Ashinger, 150 yards, third; C. E. Simons, Chicago, 145 yards, fourth; J. S. Starbuck, Marion, Ind., 80 yards, fifth. Time, 2:37.

Half-mile handicap.—C. E. Simons, 70 yards, first; C. W. Price, Milwaukee, 25 yards, second; C. W. Ashinger, 70 yards, third; C. E. Kluge, 80 yards, fourth; W. F. Stein, Milwaukee, 55 yards, fifth. Time, 1:18.

Five-mile handicap.—J. Starbuck, 350 yards, first; C. W. Dorntge, 150 yards, second; C. E. Kluge, 200 yards, third; C. W. Ashinger, 440 yards, fourth. Time, 14:47 3-4.

One-mile novice, of first and second days.—W. M. Breckenbridge, Minneapolis, first; R. G. Wendland, Milwaukee, second. Time, 3:09.

## RECENT BICYCLE PATENTS.

A list of recent patents, reported specially for THE BEARINGS by W. C. Aughinbaugh, patent attorney, Washington, D. C. Copies of these patents may be had of the above named attorney at 25 cents each.

501,054. Driving mechanism for cycles. William W. Carns, Tyrone Pa. Filed August 31, 1892.

501,056. Bicycle. Edwin R. Corbett, New York, N. Y. Filed June 20, 1892.

501,166. Cycle wheel. Jules Roussat, Paris, France. Filed February 18, 1893.

501,230. Bicycle saddle. August Meeky, Philadelphia, Pa. Filed, March 18, 1893.

501,239. Bicycle tire. Otto L. Wullweber, Chicago, Ill. Filed September 16, 1891.

501,290. Pneumatic tire. Joseph G. Moomy, Erie, Pa. Assignor of one-half to Thomas Brown, same place. Filed March 31, 1893.

501,292. Electric bell. Wilson J. Newman, Brooklyn, N. Y., assignor to Henry E. Baxter and Channing Baxter, same place. Filed, October 28, 1892.

501,374. Ball-bearing. George F. Simonds, Fitchburg, Mass. Filed November 18, 1892.

501,331. Bicycle gear. Ernest H. P. Taylor, Waterbury, Conn. Filed, January 14, 1893.

501,386. Wheel tire. Charles W. Von Houten, Philadelphia, Pa. Filed August 28, 1891.

501,401. Spring holder for vehicle lamps. Carl F. Billig, Alt-Chemnitz, Germany. Filed May 4, 1892.

501,409. Spring rim for wheels. John B. Dunlop, Sr., and John B. Dunlop, Jr., Dublin, Ireland; said Dunlop, Jr., assignor to said Dunlop, Sr. Filed February 9, 1893.

501,454. Safety bicycle. Judson B. Wright, Chicago, Ill., assignor of one-half to William B. Moore, same place. Filed August 13, 1892.

Reissue, 11,350. Bicycle seat spring. Henry Bergfels, Newark, N. H. Filed March 8, 1893. Original No. 490,097, dated January 17, 1893.

## A Thirty-seven-Pound Tandem.

One of the neatest machines yet seen is the Arrow tandem, a product of the fertile brain of L. D. Munger. The machine weighs thirty-seven pounds and is very stiff and rigid.

## Stolen.

A No. 1 spring frame Rambler; number of machine, 3,974. A liberal reward will be paid for any information leading to recovery of machine, and \$50 for arrest and conviction of thief, by A. C. Katt, Fort Wayne, Ind.

## Legs Were Numbered.

A cut of Herr Fischer, the winner of the great Austro-German race, in one of our transatlantic exchanges, shows that worthy with his number fastened on his leg just below the thigh.

## Salt of the Earth.

The salt of the earth—that which is rolled into the ball park track.

Franz Gerger, who rode a machine fitted with G. & J. tires in the great race between Berlin and Vienna, went through the whole ride without puncture or change, thus winning the second record prize under the conditions of the race. The distance was covered in 34 hours and 22 minutes.

Zimmerman's unfortunate little affair with the railings at Dublin cost him some front teeth. We often read of racing men "setting their teeth," but somebody else will have to do the job in poor Zim's case.—*Cycling.*

The astonishment of the old countrywoman who was told that bicycle riding was splendid exercise for the calves was very funny. She could not make out how they could stay on.—*Irish Cyclist.*

A. J. Watson, five-mile champion of England, says that Sanger is the fastest man ever seen in England; that Sanger would beat Zimmerman at a quarter, but is not invincible at a mile or greater distance.

A race meet will be held at Penn Square driving park, Norristown, Pa., on September 2. This track is a half-mile long and has a hard surface and nice easy grades.

A Buffalo paper in describing a stolen machine says, "It was a new wheel, and the enamel and nickel were shiny and bright."

Cottreau, the Frenchman, has won 222 out of 240 races in which he has started. Seventeen of these were championships.

A Frenchman and his wife recently rode from Nice to Paris on a quadricycle driven by petroleum.

Velootherapy is the latest medical term for the practice of cycling.



# Columbia Stability

...In Price and Construction, is proverbial...

When a bicycle is offered to you at less than the price at which it is listed, you have no assurance that you are not still paying more than the next purchaser will pay, and more than the actual value of the machine; while on a strictly one-priced article, every purchaser is sure of buying at the bottom price. This is fair dealing. It is Columbia dealing. Every purchaser of a Columbia bicycle pays the same price for the same machine, and in every Columbia bicycle sold we give full value for the price charged. Every bicycle agent knows that Columbias are not only the best bicycles in the world, but that they are the cheapest in the end; that a Columbia at \$150. is more economical to buy than any other machine at any price at which it can be purchased; but as agents can buy every other make of bicycle at from five to thirty per cent. more discount than is allowed on the sale of a Columbia, lower-grade machines are often urged upon the purchaser. When an agent tries to sell you any other wheel than a Columbia, is it not because he can make a larger profit on the other? Is he not considering his own interest at his customer's expense? When you buy a bicycle, keep in mind the fact that there is no machine in the world so well built from tire to hub, from handle-bar to pedal, as a Columbia.

Columbias are fully guaranteed with a **guarantee that guarantees.**

.....

Boston.  
New York.

POPE MFG. CO.

Chicago.  
Hartford.

*A company that sells its goods at one price and does the largest business in its line in the world year after year, must give full value.*

MENTION THE BEARINGS

—>+< Our New Tire <+—

## The Wizard

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

AMONG the tires we offer for general sale is our new tire, to be known as

THE "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

Hartford Rubber Works Company, Hartford, Conn.

MENTION THE BEARINGS



# World's Records

...on **FOWLERS.**

1-4-Mile (flying start) 27 sec. at Freeport, Ill., August 2d, '93,  
By JOHN S. PRINCE.

100-Mile Road Record by J. W. LINNEMAN, Orange, N. J., beating the  
next man in by 43 min.

At Cortland, N. Y., there was only one little Fowler wheel  
there but it took four firsts.

**GET THERE!**

Well, Just Keep Your Eye on the FOWLER;  
IT'S A WINNER!

**AGENTS! RIDERS!**

Call in the MECCA HOTEL (34th and State Streets) during this week and see our Line:

RACERS, 18 to 24 Pounds.

SEMI-RACERS, 25 to 30 Pounds.

ROAD WHEEL, 30 to 36 Pounds.

LADIES, 32 Pounds.



## HILL CYCLE MFG. CO.,

142-44-46-48 W. Washington St.,

CHICAGO.





## WOODEN RIMS.

Wooden rims are coming into fashion. The weight of wheels is being constantly reduced. To reduce weight without impairing the strength of the bicycle, is the great problem that confronts the bicycle maker. In scores of ways has this been done. The twenty-pound racer of today is as strong as the thirty-pound machine of two years ago. Wooden rims are being used to a small extent on racing machines now, but have received little or no attention as being fitted for use on road wheels. On racing wheels the new style rims have proven themselves both stronger and lighter, and, what is more, not so apt to get out of true. If this is so in the case of racing wheels, it should be so in the case of road wheels. It can scarcely be possible that during the short time that wooden rims have been in use their manufacture has reached a state of even comparative perfection. As made now, however, they have proven their superiority to the steel rim in many ways, and it will, therefore, be a matter of policy for manufacturers to carefully investigate the possibilities of their use. At present they are expensive; but in time, and when their use makes the demand sufficiently great, they should be made as cheaply if not cheaper than steel rims.

## Pope and Overman Withdraw.

As a result of John Boyd Thatcher's refusal to remove Irving Miller from the committee to judge the cycle exhibits at the Fair, the Pope Mfg. Co. and the Overman Wheel Co. have withdrawn from competition, and others are threatening to do so. In reply to their letter, Mr. Thatcher sent the following:

TO THE BICYCLE EXHIBITORS OF THE UNITED STATES AND OTHER COUNTRIES AT THE WORLD'S COLUMBIAN EXPOSITION, TRANSPORTATION BUILDING, JACKSON PARK: I am in receipt of your favor of even date protesting against Irving Miller as expert committee to render a technical report to the committee of Group 83.

Mr. Miller is a son of the late Chief Justice Miller of the United States supreme court. Mr. Miller was duly selected as a judge at the World's Columbian Exposition, and it is not, to say the least, respectful to the committee to assume that it would appoint any man whose services would be unjustly detrimental to the interests of all the different exhibitors represented except Gormully & Jeffery, of Chicago. This committee has but one purpose, and that is to so administer the departments of awards that just, honest, and complete examinations of exhibits shall be made. It has already been in consultation with Prof. Robert H. Thurston, of Cornell University, who was to be associated with Mr. Miller in his examination of the bicycles and who was to determine the amount of power used in moving a machine and the strength of its mechanical construction. These two men the committee believe to be competent, and no exhibitor need fear any injustice being done to them.

Yours,  
JOHN BOYD THATCHER,  
Chairman Executive Committee on Awards.

This was anything but satisfactory to the exhibitors. Pope and Overman immediately withdrew and the others sent in another letter insisting upon their objections to Mr. Miller. They are now awaiting an answer.

## The Union Triplet.

A triplet has been built by the Union Cycle Mfg. Co. upon which they expect the mile record for this style of machine will be reduced to 1:50, with three of the crack riders up. The wheel, complete, weighs sixty-six pounds, and is geared to seventy-seven. The frame is composed of two Union P. D. Q. frames, and the third rider sits on a removable bracket bolted over the rear wheel. That the wheel is unusually fast has been proved by the ease with which it runs away from the best riders in the east. The wheel-base is sixty-two inches, which gives a wonderfully easy riding motion even on the worst of roads. The steering is very easy, notwithstanding the fact that three ordinary riders will put a weight of over 450 pounds upon the machine, which would apparently stiffen it. Airtite Dunlop tires, of the regular road pattern, are used, and regular Union P. D. Q. wheels. The machine has been ridden over all kinds of roads without any evidences of rough usage being in sight.

## Mr. Sager's Novel Century.

S. H. Sager, of the Rich & Sager Co., Rochester, upon a Sylph Scorchers, made a century July 28, carrying with him the whole distance, upon a Beauty child seat, his four year old son, weighing forty pounds. The run was on country roads, from Rochester to Batavia, Le Roy, and Pembroke, almost all of the way up-hill, and a good part of it sandy and rough. The time made was 9:05:00, and the wheel stood it magnificently, as did the boy.

## GOOD TRADE TIPS.

Square nuts.—It is the usual thing for cycle manufacturers to use six-sided bolt heads and nuts; although neat in appearance they soon get rounded by the careless users of the monkey wrench. Square heads are the most serviceable and are better for head clamps and seat-rod adjustments.

Felt washers.—Poor workmanship is often covered up with felt washers to make the bearings as nearly dust-proof as possible. Riders will take their wheels apart to clean them, and often neglect to replace the felts. Closer and more accurate fitting will not require felts to exclude grit.

Chain troubles.—Very few cyclists carry a screw-driver with them now in their tool-bags, and to successfully repair, in a large number of cases, a tire, the rear wheel has to be removed from the frame. The makers of chains will confer an everlasting favor on the cycling fraternity to supplant the screw-head on the chain bolt with a square head, so that the screw-driver will not be needed.

Lamp adjustment.—An adjustment so arranged on the lamp that the light can be thrown up or down would be a good thing and save some broken lamp brackets.

A cure.—To prevent pedal inside nuts from working loose easily, countersink the crank on the inside where the pedal goes in, and then turn down the nut halfway to fit.

Screws in sprockets.—Where screws are used to attach the back sprockets, they should be kept tight; they give more or less trouble, and are not a good thing.

Hollow seat rod.—If raised over four inches it is apt to bend if subjected to weights of over 150 pounds. It can be strengthened by a hickory plug.

Could be better pumps.—There are a number of pumps that could be considerably improved. One on the "pop-gun" order, made by a western manufacturer, is exceptionally poor; another, furnished on a record-breaking tire, does not have enough leather in the washer; while still another brass pump brings the moisture to the brow on account of its stiff action and small finger-hold.

A pointer.—If you want to have the enamel worn off your frame where the straps of the tool-bag hang on the head, just let the bag hang.

"NIBS."

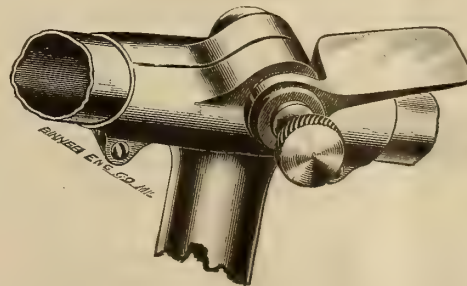
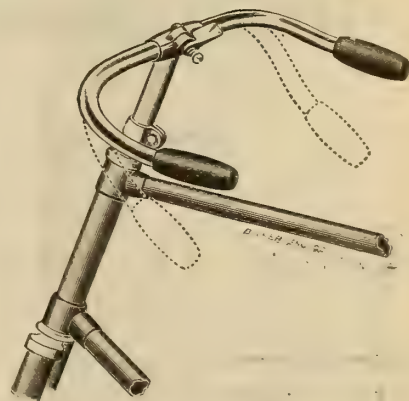
## The Eagle Feels Well.

EDITOR THE BEARINGS: It seems quite in line now for manufacturers to issue letters saying how brave they feel during these unsteady times and that they are keeping a stiff upper lip. In most of these we note that the writers prognosticate far into the future and outline the plans of their respective companies for various periods. We are glad to see this, and also pleased to be made aware that they know their business. As for ourselves, we are enjoying a quiet but steady trade on deep-frame Altairs, fitted with our aluminum rims. The latter have given absolute satisfaction during this season, and our methods of constructing them are broadly covered by patents. Our twenty-four-pound guarantee road wheels, Altairs No. 4, fitted with aluminum rims, have incidentally won a large number of events in various parts of the country. Our factory is running full force, and we expect to be as far ahead of our competitors in '94 as we have been in '93. Yours very truly

TORRINGTON, CONN., July 31. THE EAGLE BICYCLE MFG. CO.

## Kyphosis Bicyclistarum Cured.

There are few cyclists, even among the scorchers, who do not prefer a more easy, upright position when not racing, than can be had on the regulation racing machine. The latest invention of the Sercombe-Bolte Mfg. Co. is a handle-bar that can be readily adjusted for either an erect or a "scorching" position at a moment's notice without dismounting. The cuts herewith show the clamping device, which is exceedingly powerful and quickly operated by pressure of the thumb; also the handle-bar in its different positions. It is a perfect success, and to the scorcher who wishes to look like a



gentleman some of the time, it will be a great boon.

## A Spanish Bicycle Catalogue.

Rouse, Hazard & Co., Peoria, Ill., always have future trade in mind. They believe that South America is a good field to work and to this end have just issued a

Spanish bicycle catalogue for distribution in that country, with a view to increasing their trade there.

## A Change in the Hilliard Co.

On August 1, J. S. Hilliard retired from the Hilliard Cyclometer Co., his place being taken by J. Harry Bowen. The firm name remains as before and all business will be transacted in the same manner as heretofore.



## DOINGS IN THE SOUTH.

SAVANNAH, GA., Aug. 5.—The '94 fight is now on. The first gun has been fired and now we may expect to see the "nigger" lovers howl "calamity" and anything they can think of. The initial step was taken by the Kentucky division of the L. A. W., in convention assembled in June. Chief Consul Watts in his report said:

Last fall our fellow member, Col. G. E. Johnson, and I, after an investigation as to how far the admission of negroes into the league affected prospective applicants, determined that we would make an attempt to draw a color line in the national constitution similar to that contained in the constitution of the Kentucky division. After a great deal of agitation and advertisement of the question, we went as delegates of this division to Philadelphia to the National Assembly, held in February last.

The assembly convened on Monday, February 20, and we arrived on the 17th. We met and talked to nearly every delegate previous to the meeting of the assembly. At the time of the reading of our amendment proposing to insert the word "white," we could count only 89 votes for our side. After speeches were made by many of the delegates and a vote was taken, the amendment showed a gain, the vote standing 108 for, to 101 against.

Kentucky, by the stand she has taken, has become widely known, and her delegates to future assemblies need not go in fear and trepidation that they will not be known. You should this year send some one who will take up this fight where it has been left off, and who will push it through to success. The opponents of the measure last year were not opposed to a color line, but to the insertion of the word "white." Chief among our opponents were first vice president of the league, Thomas F. Sheridan, and the chief consul of Illinois division, Frank W. Gerould, who urged that the insertion of the word "white" would affect legislation, especially in Illinois, where a good roads bill was then pending—which assertion we denied. Since that time that good roads bill has been lost, and our denial verified. Chief among those who assisted in the fight were such able men as Chas. H. Luscomb, of New York; Dr. G. Carleton Brown, of New Jersey; Archie C. Willison, of Maryland; Albert J. Davis, of Missouri, and many others. I predict that if an aggressive fight is made this year, the measure will carry almost unanimously.

The amendment was again suggested, but it was decided to postpone it until the next regular meeting, when it is probable that the cudgel will again be taken up and the fight commence.

### Kentucky's Official Organ.

Colonel Burdett has written to the Kentucky division to the effect that the *Southern Wheelman*, the cycling journal published in Louisville, and which has been adopted by that division as their official organ, is void, and against the contract between the *Bulletin* and the league, and says they must cease using the aforesaid paper.

### The Southern Tournament.

The movement on foot to bring through the south on a tour the champions who will be in Chicago directly after the international races promises well. It is a recognized fact that the south is the cyclists' Mecca, and a trip through this country by the wheelmen of other sections would be one of the most enjoyable diversions that could be offered our foreign friends. The move is to take in the most prominent cities, giving exhibitions at each point. The south stands ready to do her part when called upon.

### The Editorial Helpmate.

The editor has sold his bicycle and purchased a new pneumatic-tired wheel. It becomes necessary in this business to "get there" occasionally and we find this little toy a great help.—*Livermore (Iowa) Gazette*.

### An Apt Simile.

City Clerk Dennett is learning to ride the bicycle. He sits as gracefully in the saddle as a goose in a mud puddle, but his feet were in the way of the spokes and he ordered the bicycle man to make the treadles big enough to fit his number nineteen shoes.—*Fresno (Cal.) Republican*.

## FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed.

We have entry blanks for all races marked with a dagger, and will forward to racing men such as may be required, on receipt of postage.

### AUGUST.

- 7-12—*Illinois division and National L. A. W. meet, and international races, Chicago.*
- 14-15—*Milwaukee Wheelmen's international circuit meet.*
- 15—*Hanauer annual race meet, Carthage Fair grounds, Cincinnati, O.*
- 16—*Bennington Rovers' meet, North Bennington, Vt.*
- 16-17—*Wisconsin division meet and international circuit races, Ripon.*
- 19—*International circuit meet, Minneapolis.*
- 24—*International circuit meet, Zig Zag C. C., Indianapolis.*
- 24—*Skowhegan (Me.) Wheel Club's meet.*
- 26—*International circuit meet, Century C. C., Cincinnati.*
- 28-29—*International circuit meet, Columbus C. C., Columbus, O.*
- 30—*International circuit meet, Cleveland, O.*

### SEPTEMBER.

- 1—*Norristown (Pa.) Wheelmen's meet.*
- 2—*Crescent C. C., Birmingham, Conn., international circuit meet.*

### September--Continued.

- 1-2—*Kansas City Cyclists' meet. Address E. P. Hall, 20 W. Missouri St., Kansas City, Mo.*
- 4-5—*Hartford Wheel Club's tournament, Charter Oak Park.*
- 4-5—*Eighth annual race meet, Syracuse Athletic Association, Syracuse, N. Y.*
- 4-5—*Diamond Cycling Tournament of Columbus (O.) C. C.*
- 7—*Lynn (Mass.) Cycling Association meet.*
- 9—*Boston Associated Cycling Clubs' meet.*
- 9—*Garden City Cyclers' meet, San Jose.*
- 9—*Second annual meet of Riverside Wheelmen, Riverside, Cal.*
- 13-14—*Annual meet of S. B. C., Springfield, Mass.*
- 16—*International meet, Metropolitan A. C. C., New York.*
- 19-20-21-22—*Chenango County Agricultural Society's meet, Norwich, N. Y.*
- 20-21—*Baltimore (Md.) B. C. meet.*
- 23—*Philadelphia Associated C. C.'s meet.*
- 23—*Mercury Wheel Club's first annual tournament, Flushing, N. Y.*
- 26-27-28—*Interstate Fair Association meet, Trenton, N. J.*



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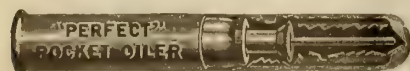
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## OTHER PEOPLE'S TALK.

### England's Chance.

If England is not represented at Chicago, says the English *Umpire*, it will give the American eagle an opportunity of indulging in a fine flight at our expense; but really we have had so much of that kind of thing of late that a little further saurin' will hardly be appreciable. On the other hand, it may prove a useful lesson to the N. C. U., in whose name Mr. Sturme is sending the hat round, as pointing the moral that it is not given to even that august body to run with the hare and hunt with the hounds. There is no getting over the fact that a good deal of disappointment exists consequent on the refusal of the special licensing committee to grant J. W. Schofield the power to get up in the championship and other races—disappointment which is intensified by the later treatment meted out to such men as Frank Shorland, G. P. Mills, and a dozen other leading English riders, along with the illustrious Zimmerman. It was generally recognized at the beginning of the season that J. W. Schofield had considerably improved on his form last year. He was known to be going great guns, and had expressed a healthy hope of being able to if not actually beat Zimmerman, at least make a better show against him than did any of our riders last year. But instead of having his chance, the union appear to have pursued him relentlessly—so relentlessly, in fact, that it will take a long time and a very considerable amount of argument indeed to convince the public that the committee were not governed rather by personal animus than any desire to purify amateur sport. In brief, the special licensing committee of the union seems to be bent on spoiling sport in this country; and that being so, the public are hardly likely to pay the piper and provide the sport for the Philistines, as it were, by sending over a team to Chicago such as can only result in derision. It is bad enough to be laughed at, without paying £500 to undergo so beautiful a luxury.

### An Interesting Process.

One of the most interesting processes at present in use in the manufacture of cycles is Harley Brothers' sand blast for "scurfing" the joints after brazing. The apparatus is somewhat similar in principle to the Bunsen gas burner. Air is forced through a pipe at a pressure of about twenty-five pounds to the square inch; near the mouth or nozzle is an inlet through which sand is sucked and projected on to the work. The particles coming forcibly into contact with the work clean off the scale and borax with marvelous rapidity and smoothness, doing the work thoroughly and at a very low cost. The jet of sand is projected downward, and the operator has a sheet of glass interposed between him and the work, so as to protect him from the sand, and he (or rather they—for there are two of the "apparati" in use) also wears a muffler to keep the particles in the air from

entering his lungs. A powerful exhaust fan is also employed to help keep the atmosphere clear. The dry-air sand blast is found to be much more successful than the steam apparatus of a similar kind.—*Wheeling*.

### Wants Mixed Championships.

Rather a good suggestion comes from the old-time racing champion, H. O. Duncan. It is to the effect that the championships should be open to amateurs and professionals alike, so that some idea could be arrived at as to the man who should hold the title of the best man in the world so far as cycle racing is concerned. Personally, we see no objections to such a course being adopted. Once a year amateurs and professionals might be allowed to meet in friendly rivalry. Surely it would tend to lend further interest to our sport, and thereby benefit the pastime. Anything which can be done to make cycling more popular should be fostered, and the meeting of our crack amateurs and professionals would, we feel sure, tend to this end.—*British Sport*.

### Some Strange Accidents.

A strange incident recently befell a certain South London rider, who, when returning home with his club, was nearly upset by a hare, weighing some seven pounds, rushing into his wheel. This certainly was a hare-breadth escape of a nasty accident, and is only equaled by one of our staff who punctured on a hedgehog a few days ago, and another who had his electric lamp smashed by a bat, the little animal being, it is supposed, attracted by the battery behind the light, while we ourselves have often killed rats on dark evenings with our pedals, which are of course excellent rat-traps, and in the days of the G. O. O. we remember being chased many miles by a bull which was no doubt attracted by the cow-horned handle-bar of the machine.—*Cycle Record*.

### Another Promateur.

I heard a story the other day of a local tradesman who provided the prizes at the race meeting in his town. He was a cyclist and entered for these very races, and what is more won a couple of prizes that had come out of his shop, and not having any particular desire to keep the object for his personal use he put them back into stock. This will be a problem probably for the union to deal with. If called on to produce his prizes he can do so, yet he obviously has "made a bit" somehow out of his racing, which is the unforgivable sin against amateurism.—*Cycle Record*.

It is quite refreshing to learn, on the authority of George Lacy Hillier, that "as time goes on and experience grows, the conditional license will disappear." Viva, viva, come and join the chorus which runneth much as follows: "Oh, let it be soon!"—*British Sport*.

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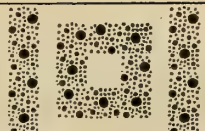
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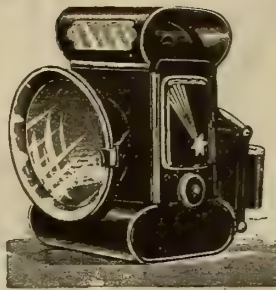




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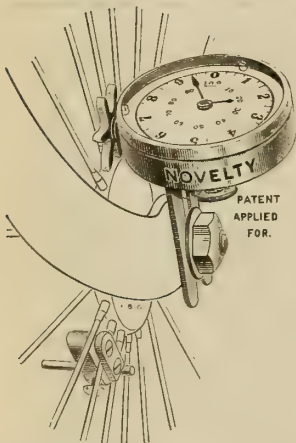
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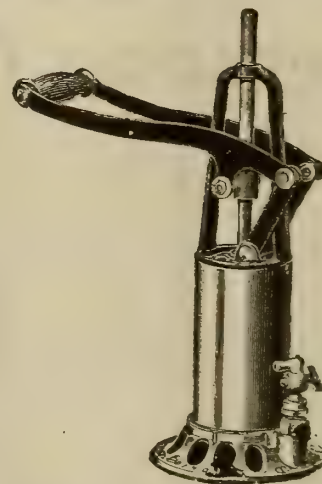
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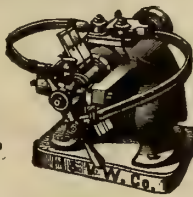
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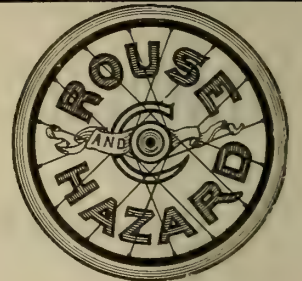
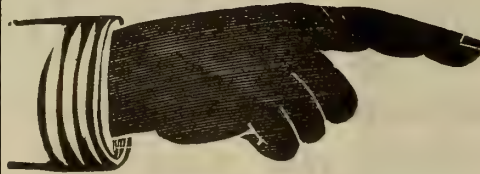
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## ZUCKER & LEVETT CHEMICAL CO.

OFFICES, 10, 12, 14 GRAND ST.  
NEW YORK, U.S.A.

WORKS,  
FLUSHING, N.Y.

# OUTFITS.

16 NORTH CANAL STREET CHICAGO.

MENTION THE BEARINGS

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain Spanish, Felt wheels, or in Sheets, Muslim Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels, C. P. Cyanide of Potassium, Fused Cyanide of Potassium, Roughs Compositions Buffing Lathes.

# 2:09<sup>4</sup>/<sub>5</sub> WORLD'S RECORD IN COMPETITION. 2:09<sup>4</sup>/<sub>5</sub>

A MILWAUKEE BOY . . . W. C. SANGER.  
A MILWAUKEE TRACK . . . NATIONAL PARK.  
A MILWAUKEE BICYCLE . . . 21-POUND SANGER RACER.

TELEGRAM CYCLES and "SANGER RACERS" are all built alike with scientific care and accuracy. We are General Agents for PALMER RACING TIRES.

# SERCOMBE-BOLTE MFG. CO., Milwaukee, Wis.

HOLLOW RIMS will be supplied with Telegram (Quick Repair) Tires when requested, without extra charge.

TELEGRAM CYCLES and SANGER RACERS are for Sale by LOUIS JORDAN, 71 E. Randolph St., and on the West Side by the STERNER CYCLE CO., 597 Madison St., Chicago, Ill.

MENTION THE BEARINGS



A GREAT INVENTION!

# A BICYCLE LAMP

MAINTAINED BY  
**ELECTRICITY.**

Cheaper than oil. No liquids to spill. Will not smoke, explode or blow out. Gives double the light produced by the best oil lamp in existence.

COMPLETE OUTFIT \$10.50.

Chicago Electric Headlight Co.

47 and 49 Dearborn St., CHICAGO.

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We have no  
Traveling Representative.  
Send Stamp for Catalogue,  
Prices and Terms.



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

# The Ladies' Clipper

A Most Stylish and Attractive Ladies' Wheel.

NOVEL  
FEATURES

SEND  
FOR  
CATALOG



APPLICA-  
TIONS  
STILL  
RECEIVED  
FOR LOCAL  
AGENCIES

STRICTLY HIGH GRADE and at a Popular Price, \$125.00.  
Clipper Scorchers, \$135.00.

**GRAND RAPIDS CYCLE CO.**

MENTION THE BEARINGS

Manufacturers, Grand Rapids, Mich.

HERE IS YOUR CHANCE!

**J. H. T.**

SPECIAL

Price \$150.

Equal to any bicycle on the market.



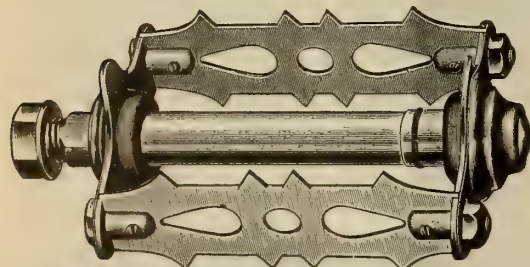
North Side Agent for the Road King, Road Queen, Black Hawk, Hartford, Columbia, Swift, Fowler, Hickory, Victor, March, or any other make on the market.

Renting by the hour, day, or week. Repairing, renickeling, and enameling.  
Any style bicycle altered to Pneumatic at reasonable price.

**LINCOLN BICYCLE EXCHANGE, 857 N. Franklin St., Chicago.**

**CURTIS PEDAL** Set of Four Plates and Screws **\$2-00 POST PAID**

AN ABSOLUTELY DUST PROOF BALL PEDAL.



**\$7.00**

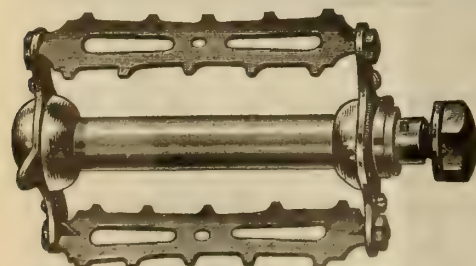
The ends are cold pressed from the Best Steel, hardened and ground.

A liberal discount to the trade.

3 5-8 INCHES LONG.  
PATENTS PENDING

**THE REED & CURTIS MACHINE SCREW CO.**  
WORCESTER, MASS.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that they can put into the same pedals as the rubbers are used in.



WEIGHT, 10 OZ.

This is the Only Rat-Trap Pedal in the World Having  
**DROP-FORCED FOOT PLATES.**

High grade in every respect. Steel Balls and Bearing Cases.  
Ball Bearings for Wooden Wheels.

**NIAGARA MACHINE CO.,**

**BUFFALO, N. Y.**

Our goods are in use from  
San Francisco to St. Petersburg.

MENTION THE BEARINGS

**The Niagara**

Dust Proof

Indestructible

**Rat-Trap Pedal.**

**BARGAINS! BARGAINS!! BARGAINS!!!**

## High-Grade Pneumatics.

A Brand New	28 lb. Kenwood	.....	\$115 00
"	34 lb. Tourist	.....	110 00
"	34 lb. Derby	.....	125 00
"	40 lb. Courier	.....	75 00
"	42 lb. Pathfinder	.....	48 00

Any of these wheels will be shipped C. O. D., with the privilege of examining, on receipt of \$5.00.

Agents wanted for the THISTLE. Correspondence solicited.

**MASON & MASON,**

MENTION THE BEARINGS

599 W. MADISON STREET, CHICAGO, ILL.

## PNEUMATIC TIRE AIR PUMPS

WE MANUFACTURE THE

Best and only perfect Air Pump in the market.

A trial will convince you.

Call or write for prices.

COPPER AND STEEL AIR RECEIVERS.

PRESSURE VALVES AND AIR GAUGES.

**ROBERT OWENS,**

226 E. Washington St., Chicago.



MENTION THE BEARINGS

## The Capitol Hollow-Handle Wrench

WEIGHT  
6 1-2 OZ.



STRENGTH  
UNLIMITED

"The hollow handle of the Capitol Wrench is a very convenient place for rubber cement to mend pneumatics. It is air-tight and very handy."  
Old Rider.

Made by **CAPITOL MFG. CO., CHICAGO, ILL.**

Address Inquiries to Sole Selling Agent,

**J. WILLARD PARKER, BUFFALO N. Y.**

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**I. A. WESTON & CO.,**

JAMESVILLE (Near Syracuse) N. Y.

MANUFACTURERS OF

**Bicycle Wheels**

**Pneumatic Sulky Wheels**

Pneumatic Rims and Tires Supplied  
to the Trade.

**We Make NOTHING BUT WHEELS.**

Manufacturers furnished with any grade  
Wheel wanted.

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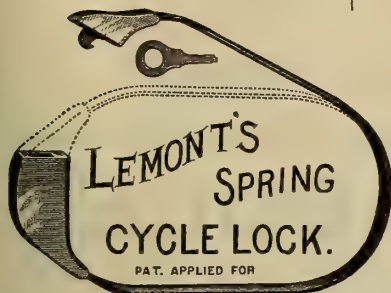


**Yes!** Clasp it around the wheel and frame, and it will stay there. You will find your machine just where you left it, for the **LEMONT LOCK** will paralyze the cycle thief.

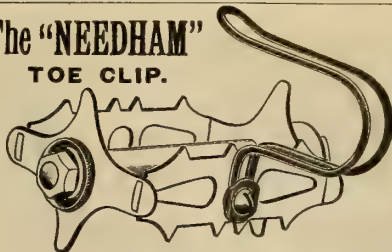
Dealers, we make a good discount on a good article. Would be pleased to hear from you.

Weight of lock, 2 oz.

Sent by mail, \$1.00.



**The "NEEDHAM" TOE CLIP.**



**The Scorchers' Toe Clip.**

Lightest and strongest; fits any rat-trap pedal. By mail, 50 cents.

**LEMONT AND WHITTEMORE CYCLE CO.**

545 Main Street WORCESTER, MASS.

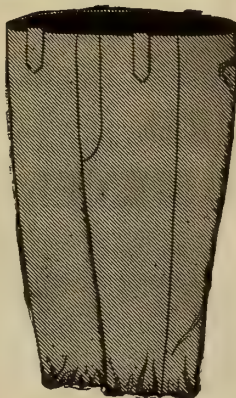
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**WE HAVE IT!**

The latest and noblest **BLOOMER SUIT** on the market. A dozen patterns to select from. Write for samples and prices.

**IMMEDIATE DELIVERIES.**



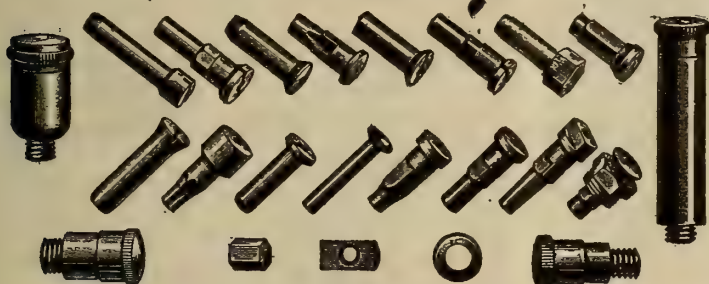
**CLEMENTI & BARR,**

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MENTION THE BEARINGS

Superior Hard Brass Bicycle Nipples, for all Wheels made; both Foreign and Domestic. Nipple Washers, Oil Tubes, Nuts, Taps and Dies for Bicycle Work, Studs and Special Screws. Specialties in Brass turned goods.



**POMEROY BROS., Mfrs., 67 Orange Street, New Haven, Conn.**

**RACING SHOES.**



Finest Kangaroo hand-sewed shoe, with cleats to fit any style of rat-trap pedal. Indorsed and used by Chicago's leading racing men.

**THE VERY BEST MADE.—"The Bearings."**

Also fine Kangaroo shoes for road riding.

**C. E. WISWALL & CO.,**

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ESTABLISHED 1868.

J. H. SHEPARD.

**DOLESE & SHEPARD,**

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Manufacturers and Dealers in Crushed Stone, Concrete Stone, Crushed Granite, Slag, Cinders and Limestone for Flux.

132 WASHINGTON ST., CHICAGO.

Telephone No. 1469.

Particular attention given to building macadam drives and roads in new subdivisions.

Mention the Bearings

**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

**GEO. W. HEARTLEY, Toledo, Ohio,**

Manufacturer of Cycle-making Machinery and tools.

Special Patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels. Punches, Presses and Dies and Drop Forging Dies, etc. The New Ideal Self-Oiling Adjustable Punch Chuck. Famous Roller Power Welding and Forming Machine, for Welding Tires on all Irregular Shaped Work; forms Mud Guards and Drawing Brace Ends, etc. Rim Roller and Truing Machines. Rim Sizing and Truing Tables. Rim Punches, special for Punching Rims. Press to Force Sprocket Wheel on Pedal Crank Shaft, and pressing in ball racer cups, special Spoke Heading and Threading Machine. Wheel Vices and Special Tools. Beaver Valley Gas Furnace for heating to Weld and Braze, etc.

MENTION THE BEARINGS

**ROY BICYCLE OILER.**

Handsomely nickel plated. For Bicycles, Typewriters, Sewing Machines, etc. It will not leak, therefore no tool bag soaked with oil, no soiled clothes or hands, always ready for use.



The neatest, cleanest oiler ever placed on the market. The pressure on the steel pin releases whatever quantity of oils required. This pin is intended to remove the dirt from all holes that require oiling, an important feature. Write for trade prices.

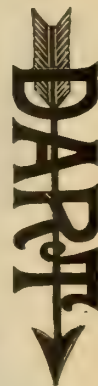
Price, 25 Cents, Postage Paid.

Roy Oiler Mfg. Co.,

77 Warren Street, New York.

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**DARTS**



ALL ACTUAL WEIGHT

**..RECORDS BROKEN..**

Ladies' "Featherweight," Gent's "Hustler,"

23, 25, 27, 29, 31, 35, 40 and 45 POUNDS.

AGENTS, YOU NEED THEM TO COMPLETE YOUR LINE.

SEND FOR LIST.

**SMITH WHEEL MFG. CO.**

42-50 W. 67th St., NEW YORK, 921 H St., N.W., WASHINGTON.

**DARTS**

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HAVE YOU EVER HEARD OF THE

**Chautauqua**

If you haven't, and want to know all about a GOOD wheel, drop us a card. If you are an agent, or want to be, say so and we will quote prices.

**CHAUTAUQUA CYCLE CO.,**

JAMESTOWN, N. Y.

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# SAMPLES OF THE GARFORD SADDLES for 1894

Will be ready by August 1st. Correspondence with Manufacturers Solicited.

THE GARFORD MFG. CO., Elyria, Ohio.

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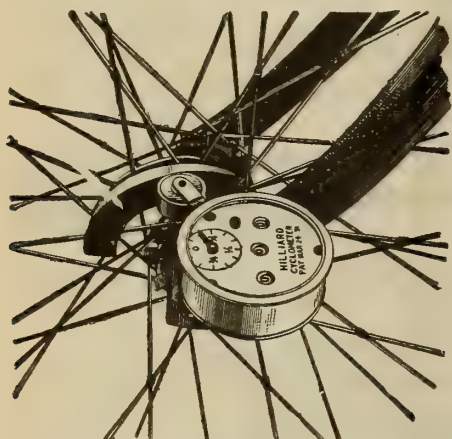
## SOLID COMFORT SADDLES

Our Representative is now on the road showing our 1894 Models. See him before ordering.

BRETZ & CURTIS MFG. CO., PHILADELPHIA, PA.

CORRESPONDENCE RESPECTFULLY SOLICITED.

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**1893.**

### HILLIARD . . . CYCLOMETER

Better than ever. Lightest, neatest, cheapest and only accurate cyclometer in the market. Proven by test. Positively no rattle. Can be seen from saddle. Each and every one guaranteed.

Price \$8.50.

AGENTS WANTED. SEND FOR CIRCULAR.

**HILLIARD CYCLOMETER CO.**

1220 Filbert Street, PHILADELPHIA, PA.

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## THE FAMOUS **HYGRADE** STOCKINGS



Are the Finest Made.

It will pay you to send for a trial pair of these stockings. Complete satisfaction guaranteed. Price, \$1.50 a pair. Special price to L. A. W. members and clubs. Send for circulars. We make SWEATERS. Have you seen them?

**S. P. CURTIS, Manufacturer,**

671 WASHINGTON ST. BOSTON.

MENTION THE BEARINGS

The calf of the Hygrade Stocking being composed of a very strong, double-knitted, fancy stitch, never splits or breaks out. The ankle is specially woven to fit snugly and not bag. Very snug, elastic, durable, and of finest appearance.

**CHEAP**—Century Columbia and Ladies' 1891 Columbia for sale at your own figures. Both as good and nice as new. Highest offer takes them but must be made quick. W. M. FERGUSON, Jefferson, Iowa.

**WANTED**—Position in California by a young man posted in bicycle business.

Address, WEST, care BEARINGS.

**WANTED**—POSITION AS FACTORY SUPERINTENDENT, GENERAL MANAGER OF BICYCLE DEPARTMENT, OR AS DESIGNER, OR WOULD MANAGE RETAIL DEPARTMENT. EIGHT YEARS' EXPERIENCE IN BICYCLE BUSINESS.

Address, "UP TO DATE," CARE "BEARINGS."

**FOR SALE**—A Model B Sterling Wheel; high grade, in first class condition. Address, WILLIAM T. RICHARDS, 619 Broadway, Albany, N. Y.

**BRAND NEW "BOGIE MAN" RACER, 23 lbs.** Selling price \$165. My price \$110. Can be examined. Address, F. A. DENNISON, Section F, Block 2, Manufacturers Building, World's Fair.

### PNEUMATIC TIRES, \$17.00.

By taking out your wheels, crating, and sending to us by express prepaid, we fit them with Pneumatic tires in best steel rims at the low price of \$17 per pair, to introduce our work. All repairs at very lowest prices. Wheels sold new and second hand.

KRISTELLER BROS., 1088 Bedford Ave., Brooklyn, N. Y.

**Woodbury's  
Automatic Dry Lubricator  
AND DUSTER**



Is as indispensable as the pneumatic tire. Once used, always used. By mail, 75c. and worth its weight in gold. M. A. WOODBURY - - BRADFORD, PA. U. S. and Foreign patents applied for.

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### "FLETCHER"

Is the only man who makes a specialty of Cycling Books, Papers, and Periodicals. Call or write for lists.

43 E. VAN BUREN ST., CHICAGO.

## THE SOUTHERN, \$150.



A strictly high grade bicycle, all modern improvements: Morgan & Wright tires, Garford saddle, dust proof pedals, cold drawn steel tubing, drop forgings, etc. Fully warranted.

The best wheel for dealers to sell. Liberal terms to responsible parties. Write for discounts and territory.

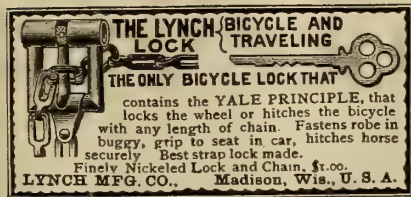
Also a full line of medium priced wheels.

**R. C. Whayne, Mfr., Louisville, Ky.**

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**THE BEARINGS**  
CYCLING AUTHORITY AMERICA



Mention the Bearings



**HOWARD A. SMITH & CO.,**

NEWARK, N. J.

MANUFACTURERS OF

## Bicycle Sundries

Send Stamp for Encyclopedia of Cyclists' Wants.

ACKNOWLEDGED HEADQUARTERS.

MENTION THE BEARINGS

**BROSAN'S**

**CYCLE LOCK.**

Pat., April 26, 1892.

Cannot be cut or picked; safe, attractive, light; it is adjusted permanently on the fork below the rim; when you dismount, press the spring; the bolt catches between the nipple or spokes (the wheel is locked), and cannot be ridden or rolled away until unlocked with the pocket key. Lock by mail, \$1.25. Discounts to dealers and clubs.

Brosnan Cycle Lock Co.,  
210 HIGH STREET,  
HOLYOKE, - - MASS.

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## Lady Bicyclists...

Keep your dresses in proper position while mounting and riding. The

## Ideal • Dress • Weight

is complete. it can be quickly attached to or detached from the skirt, and can be carried in the tool bag, when not in use. Lady riders should not be without them.

For Sale by all Dealers.

**ABBOTT MACHINE COMPANY,**

Manufacturers,

47 and 49 So. Canal Street, CHICAGO.

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**MCCREADY'S**

# CORK

HANDLES.

The VERY BEST in the Market.

Being on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it.

It costs you nothing to get our prices, etc.

**THE R. W. MCCREADY CORK CO.,**

43, 45, 47 Illinois St., Chicago.

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PRIZE MEDALS AND CLUB PINS.



DESIGNS ON APPLICATION.  
STATE EVENTS.

For Race Meets or Athletic Tournaments. Get Our Prices before Buying Elsewhere.  
MENTION THE BEARINGS.



## NOVELTY TROUSER HOOK

Neat, Handy, Inexpensive. Conveniently carried in Vest Pocket. Each pair packed in a neat metal case. Price, by mail, 20 cents.

**KINGMAN & CO.**

Peoria, Ill. St. Louis, Mo. Kansas City, Mo. Omaha, Neb. Des Moines, Ia.

For that sore feeling have your Bicycle fitted with a

## SOLID COMFORT SADDLE

**BRETZ & CURTIS MFG. CO.**  
PHILADELPHIA, U. S. A.

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## "LITTLE GEM" REPAIR OUTFITS

Contain everything necessary to repair a pneumatic tire, and are put up in a neatly enameled box that can be conveniently carried in the pocket. Both quality and quantity. Sent by mail, postpaid, on receipt of

40 CENTS.

**LAING CYCLE CO.,**

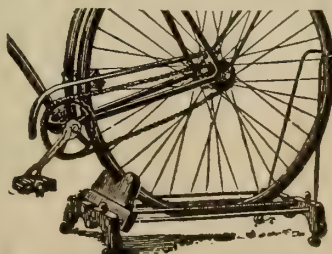
1728 Olive Street, - - ST. LOUIS, MO.

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A. B. C.

## ACME BICYCLE GARRIAGE

Not B. B. C. (Bogus Bicycle Carriage.)



Newark New Art Mfg. Co. Sole Manufacturers.

Prices:

Style 1—Original, finished in any desired color, with nicked and bronze trimmings, \$12.00 per dozen.  
Style 2—(New Model) Oak stained \$9.00 per dozen.

Liberal discounts to jobbers. For particulars address

**NEWARK NEW ART MFG. CO.**

RUFUS CHANDLER, General Agent.

267 to 273 Washington St., Newark, N. J.  
Mention The Bearings

Special Prices on the Celebrated The TRIUMPH Winners



To reduce our large stock before taking inventory we will sell these justly celebrated wheels at the following reduced prices:

Roadsters, list \$150 now \$120; Road Racers, list \$150 now \$125; Track Racers, list \$160 now \$130; Lady's, list \$160 now \$115, with gear case; One Front Driver, list \$160 now \$110, nearly new; One Road Racer, list \$150 now \$105, nearly new; all with M. & W. tires.

Address: F. STEPHEN KRATZET,  
102 Randolph St., DETROIT, MICH.

## REPAIRING

SEND TO THE

**W. H. FAUBER MFG. CO.**

35 Van Buren St., cor. Wabash Ave., Chicago,

FOR PRICES.

CYCLES REPAIRED, RENTED, AND SOLD.

Pneumatic and Cushion Tires put on.  
Sprocket-wheels changed to higher speed.

Largest and Best Equipped Repair Shop in Chicago.  
MANUFACTURERS OF THE SENTINEL BELLS.

Mention The Bearings

CYCLISTS, OARSMEN, BALLPLAYERS,  
and ATHLETES generally, use

## ANTI-STIFF

To Strengthen the Muscles.



It has a particularly Warming, Comforting and Stimulating effect on all Weak or Stiff Muscles; quick in action; clean and pleasant in use.

For Sale by Druggists and Dealers in Sporting Goods.

**E. FOUGERA & CO.,** Sole Agents,

26-30 N. William Street, N. Y.

**LOUIS JORDAN**

Manufacturer of

## JORDAN SPECIAL BICYCLE



Roadster and Light Roadster. Weights, 33 and 25 pounds.

Agent for Telegram Cycles and Sanger Racer.

Finest repair shop in Chicago. Also cheap wheels.

**LOUIS • JORDAN,**

MENTION THE BEARINGS 71-73 Randolph St.



THE BEARINGS  
CYCLING AUTHORITY AMERICA

# A GALAXY OF STARS

Now Winning Fame on

## RALEIGHS

Zimmerman.  
Breckinridge.  
Brensinger.  
Johnson (Charleston).  
Baird.  
Wells.  
Martin.  
Steves.  
Willis.

Wheeler.  
Bird.  
Allan.  
Hess.  
Banker.  
Judge.  
Scott.  
Clarke.  
King.  
Roe.

Cantu.  
Celliers.  
Ducros.  
Buni.  
Linton.  
Danfray.  
Meixler.  
Ashinger.  
Kelley.  
Edwards.

A Hint is as Good as a Kick.

## The Raleigh Cycle Co., Ltd.


BANK & GREENWICH STS., NEW YORK.

"ZIMMERMAN ON TRAINING," 50 cents by mail.

MENTION THE BEARINGS.

## There is a Right and a Wrong Way

to do everything. The Grant Anti-Friction Ball Company have discovered the **right way** to make balls, and as our process is diametrically opposite to that of other makers, we leave you to draw your own inferences.

This  is a Standing Challenge

to all other ball makers to a public test for the following points: accuracy of size and sphere, uniformity of strength and crushing strain. We have hundreds of testimonials of **late** date, which back up our statements that we make the

## BEST BICYCLE BALLS IN THE WORLD!

As there is a time for everything, we think the following is in order:

We have the largest plant devoted exclusively to the manufacture of balls in the world, and are constantly making additions and improvements. Manufacturers are invited to correspond with us before placing orders for 1894 wheel supplies.

Boston, July 26, 1893.  
Grant Anti-Friction Ball Co., Fitchburg, Mass.  
Gentlemen: Replying to yours of the 21st, would say, I received the balls sent to New York, and have them in my wheel all around. They have given the very best of satisfaction. I shall continue to use them as long as their high standard of excellence is maintained.  
Sincerely yours, P. J. BERLO.

## Grant Anti-Friction Ball Co.

Samples and Price List  
with Discounts on application.

JOHN J. GRANT, Pres. and General Mngtr.

FITCHBURG, MASS, U. S. A.



# THE "ELLIPTIC"

Embodies the highest degree of inventive and mechanical excellence, as its superiority on both track and road has fully demonstrated.

FREEPORT BICYCLE MFG. CO., Freeport, Ill.

ROCKFORD, ILL., Jan. 16, 1893.

Dear Sirs: Having given the Elliptic a good fair test over all kinds of roads and in general use about the city, I want to say that it is the finest wheel I have ever been on. I have ridden a wheel geared to 67½ inches all one season and would recommend it "very" highly to any one wishing a fine, easy-running, high-grade wheel and I will be glad to give any one such information as is in my power regarding the Elliptic, either as a road wheel or racer. Yours very truly, J. H. ARMITAGE.

FREEPORT BICYCLE MFG. CO., Freeport, Ill.

CHEYENNE, WYO., Jan. 2, 1893.

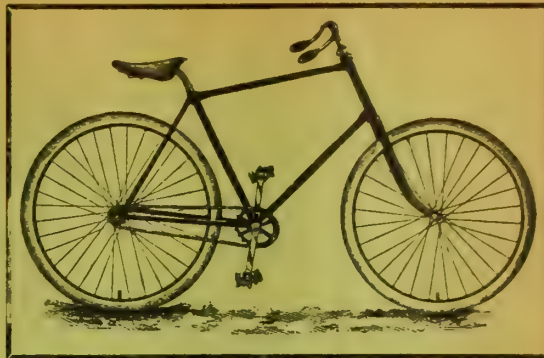
Gentlemen: Your Elliptic Sprocket is bound to come into general use on chain safety bicycles. Few can see by looking at it the great advantage gained in power and speed over the round sprocket, and others can only be convinced by giving it a trial for a reasonable length of time. I have used mine for the past five months constantly and find it to be all you claim for it. Yours respectfully, P. BERGERSEN.

FREEPORT BICYCLE MFG. CO., Freeport, Ill.

CLINTON, IA., Jan. 10, 1893.

Gentlemen: Allow me to compliment you on the Elliptic bicycle you are sending out. For a Scorcher wheel I do not think it has an equal, as the design is perfect and the mechanical part is as good as any we have ever sold or seen. I was in Chicago at the time of the Pullman road race and did not see a single wheel that I would trade my Elliptic for. "Is there any advantage in the Elliptic sprocket wheel?" is often asked me and I say "yes." I have been riding one now for two months, geared to 60, and have never ridden any wheel geared to 54 that ran as easily; also the wheel is so easily controlled that I ride it more than half the time hands off. To try one is to be convinced that it is the best, the easiest, and we think the future will prove it the fastest wheel made. We wish you success with them, and think they are worthy of it. Yours truly, H. D. BADER, Manager Bicycle Dept., C. E. Armstrong & Co.

I have been riding your wheel geared to 60 and my sentiments are exactly as Mr. Bader's. ED. M. HIGHLANDS, Capt. Clinton Co. Cyclers.



THE ELLIPTIC WAS THE FIRST BICYCLE TO BE RIDDEN A MILE IN LESS THAN TWO MINUTES



Agents Wanted in Unoccupied Territory

FREEPORT BICYCLE MFG. CO.  
FREEPORT, ILL.

## ELLIPTIC'S WORLD'S RECORDS

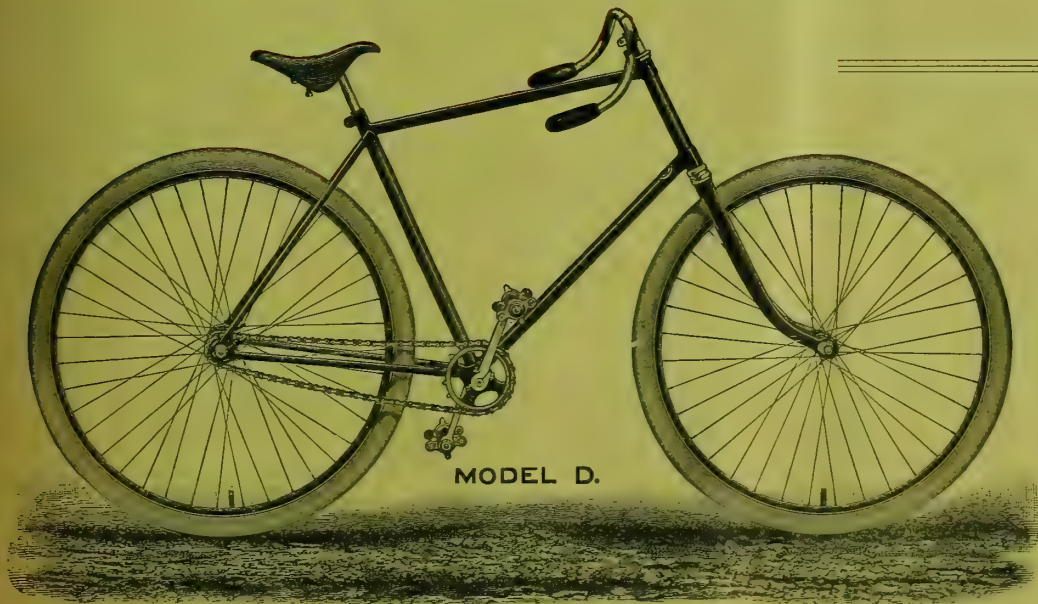
1 mile flying start	1:56 3-5	1 mile standing start	2:04 3-5
1-2 mile flying start	:55 1-2	1-2 mile standing start	:58 3-5
1-4 mile flying start	:26 1-5	1-4 mile standing start	:30

MENTION THE BEARINGS.

SOUTH BEND, IND., July 28, 1893.

Ariels win six prizes out of a possible forty. There were eighty entries, and only four of them rode Ariels.

(Signed) M. MEADER.



## How will that do?

Four Machines, out of eighty, win fifteen per cent. of the prizes at a great race meet. ....

BETTER SEND FOR CATALOGUE.

STUTZ & WALKER.

KANSAS CITY, MO.

Agents for Kansas, Nebraska, and Missouri.

ARIEL CYCLE MFG. Co.,  
GOSHEN, IND.

Mention The Bearings



# THE REAL VALUE OF A BICYCLE....

Is in the strength and wearing ability of it.

Ease of motion, beauty of outline and finish are reasonably assured in many makes; but strength—that quality which can not be seen—in but a few!

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to

# Johnson

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# THE BEARINGS

Vol VIII  
No 3

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, AUGUST 18, 1893.

## MILWAUKEE SEES ZIMMERMAN.

**The Champion Wins Everything, Although Pushed by Bliss—Githens' Good Showing.**

MILWAUKEE, WIS., August 14.—A poor track, the absence of Sanger and Johnson, and Zimmerman's well-known ability to beat his field with ease combined to make the meet of the Milwaukee Wheelmen fall rather flat. The attendance was good, 6,000 people being present, but there was a lack of enthusiasm that makes good racing. Two paths, one near the pole and the other a little ways out, were available for riding purposes and the man who got off of these was lost.

As was expected, Zim won everything he went into, but little Bliss pushed him hard in the one-mile international and gave Zimmerman all he wanted. Bliss' front wheel was but a scant two inches behind Zim's rear one at the finish, Taylor being third. The time was quite fast for the track, the mile being done in 2:19 1-5. Hoyland Smith took the pace at the start and he made the field hustle for half a mile. Then Taylor made the running for an eighth, and Dirnberger brought the crowd into the home stretch. Bliss was watching Zim's back wheel and hitched on when the champion started home. Taylor came in third, being pushed somewhat by Dirnberger.

The two-mile handicap would have been won by Bliss had there not been an accident on the home stretch. The Chicago flyer was the virtual scratch man on the seventy-five-yard mark and did the first half in 1:03 1-5, and the second in 1:00. He was among the leaders at the bell lap and was going grandly when Warren and Crooks fell, forcing Bliss out on the rough ground. Before he could recover his stride, Kennedy, who escaped the fall, was thirty yards ahead. He beat Bliss out by three feet. Gus Steele was third and Dirnberger fourth.

George Taylor made a pretty race in the half-mile open, pushing Zimmerman hard for first place. Hoyland Smith beat out Banker for third place.

### Summary.

One-mile novice.—W. A. Bremer, first; Hugo Pruessing, Milwaukee, second. Time, 2:40 2-5.

Two-mile handicap.—A. D. Kennedy, Chicago, 135 yards, first; J. P. Bliss, Chicago, 75 yards, second; Gus Steele, Chicago, 200 yards, third; M. Dirnberger, Buffalo, 100 yards, fourth. Time, 4:41 3-5.

Half-mile open.—A. A. Zimmerman, first; George F. Taylor, second; Hoyland Smith, third; George Banker, fourth. Time, 1:11 3-5.

One-mile 3:00 class.—F. J. Wagner, Chicago, first. Time, 2:42.

One-mile 2:30 class.—E. C. Bode, Chicago, first; A. D. Kennedy, Chicago, second; Vogel, Milwaukee, third; Crooks, Buffalo, fourth. Time, 2:41.

One-mile international.—A. A. Zimmerman, first; J. P. Bliss, second; George Taylor, third. Time, 2:19 1-5.

### Second Day.

MILWAUKEE, WIS., August 15.—There was a grand kicking match at the races today between G. A. Banker and E. C. Bode over a decision of the judges. Zimmerman won the mile open handily, but Githens, Bode, and Banker were so nearly even when they crossed the tape that the judges were at a loss how to decide who finished second. Finally they decided in favor of Bode and a great howl went up from Banker, who claimed the place. Another hasty conference and Banker was named as finishing second. Then there was a kick made by Bode. Githens had kept out of the discussion and the judges finally compromised by declaring a dead heat between Githens and Banker, and this decision stood, although Bode loudly protested. When a dead heat is to be decided between Githens and another man by tossing a coin, the Chicago man generally wins. He once won a lap race from Zimmerman in this way and his luck did not desert him this time.

Githens has always been a favorite in Milwaukee ever since he defeated Sanger last winter and he was enthusiastically applauded when he won the final heat of the mile handicap from the fifty-yard mark in 2:12 1-2. In the second heat of this race there was a tumble, and Meyer, Harnish, Bremer, and Bode went down. No one was seriously injured.

Dirnberger showed up in good form in the half-mile open, running second to Zimmerman and beating out Banker, Bode, and Crooks.

The mile international was just such a loaf as races of this character generally are, each man being afraid to set pace for fear of destroying his

chances. Zimmerman won, but the time limit of 2:40 had been exceeded and the race was run over. This time Zim did his share of pacemaking and then beat his field out, Githens giving Taylor a hard rub for second place.

### Summary.

Half-mile open.—A. A. Zimmerman, first; M. F. Dirnberger, second; George A. Banker, third. Time, 1:14 2-5.

One-mile handicap.—H. A. Githens, 50 yards, first; A. W. Warren, 100 yards, second; Hoyland Smith, 90 yards, third; A. T. Crooks, 40 yards, fourth. Time, 2:12 1-2.

Half-mile, Milwaukee championship.—W. C. Wegner, first; E. A. Vogel, second; H. J. Schmitz, third. Time, 1:17 2-5.

One-mile open.—A. A. Zimmerman, first; E. C. Bode, second; H. A. Githens, third. Time, 2:45.

One-mile international.—A. A. Zimmerman, first; George F. Taylor, second; H. A. Githens, third. Time, 2:34.

One-mile 2:40 class.—A. D. Kennedy, Jr., first; Ed Vogel, second; W. C. Wegner, third. Time, 2:32 4-5.

## THE CENTURY RUN.

The third annual run of the Century Road Club of America was the most successful yet held, nearly 200 riders from all parts of the country participating. It was a good time to hold it, for among the visitors to the meet were some of the most noted road riders in the country. Last Sunday was not the best kind of a day for such a ride, as a strong wind from the

east made many riders weary on the way home. Then the roads were in poor shape. Ed Porter says that all along the route he was hailed by visiting wheelmen who "cussed" the bad roads, saying that they had never seen such highways before. Even a man from Kansas said that the roads in his native state were sand-papered compared to the famous Elgin-Aurora course.

Five ladies started, and as each one was desirous of being the first one of her sex to finish, it was a race all the way. Miss Hattie Bicker, wearing the colors of the Cook County Wheelmen, was the winner of the contest, finishing sixteenth, after being out just 10 hours and 46 minutes. She made a plucky ride on a sixty-four-inch gear, leaving two of her escorts in the rear. Miss Porter and Miss Hegerty were delayed by accidents



MISS HATTIE BICKER.

and finished just 5 minutes inside of the limit. Miss Hegerty rode fifteen miles on a flat tire. This was the tenth century for these two ladies, United States record. Miss Hilda Peterson made it in 14:09:00 and Miss Lizzie Stahl in 15:04:00. F. L. Temple, of St. Johns, N. B., and F. H. Moore, of Calais, Me., rode a tandem, and although having to stop and repair four punctures made excellent time.

T. A. Hunt, from whose saloon the century started, offered a \$40 medal for the rider making the fastest time over the course. Frank Waller, anxious to regain his lost laurels, started with James Levy, of the Cook County Wheelmen, to get the medal. Elgin was reached in 2:04:00, breaking the previous record by 11 minutes. From this point on the wind retarded their progress. Levy lost a nut off of his wheel near Aurora and Waller left him. Levy then stopped to eat, but overhauled the Dutchman at Lawndale, where he had stopped in a saloon to drink. Instead of leaving



him there and winning the medal, Levy called to Waller and the 24-hour man pushed on. Levy took another route and came in 5 minutes behind Waller, whose time was 7:37:00.

At Lyons there was about 100 feet of road that had been repaired. The riders, rather than risk a puncture, took the sidewalks around the place. A policeman was stationed there and arrested all he could get his clutches on. Waller was stopped, but after 10 minutes talking was allowed to go. Others were not so fortunate. O. Brown, of Chicago, was grabbed by the coat-collar by the officer. He objected to such treatment, and after knocking the limb of the law down by a right-hander in the jaw, and then picking him up and throwing him against a fence, he went quietly to the station, from whence he was rescued by J. P. Walters, who had to ride twenty miles to secure enough money to bail him out. If the policeman had received the same treatment from the others that Brown gave him, it would not have made the wheelmen shed any tears, for there was no excuse for arresting any one.

Porter's watch got out of whack, and he left it at Elgin to be repaired. He forgot it until he got to Batavia, and then had to ride twenty miles out of his way to get it.

The following are the names and times of the finishers within the prescribed 16 hours:

1 V. V. Snook, City.....	8:25:00	79 T. E. Tilley, Ravenswood.....	12:41:00
2 J. E. Parker, M. and W. C. C.....	8:37:00	80 C. R. Liscoe, Ravenswood.....	12:41:00
3 H. R. Warren, Kansas City.....	8:09:00	81 M. E. Grable, City.....	13:32:00
4 Arnold Wescott, L. V. C. C.....	7:44:00	82 Tom O'Neill, C. C. C.....	12:27:00
5 C. R. Curtis, L. C. C.....	8:17:00	83 C. C. Gemmer, City.....	11:33:00
6 H. F. Upp, L. C. C.....	8:44:00	84 M. F. Bradley, City.....	11:33:00
7 Frank Waller, C. C. C.....	7:37:00	85 M. F. Dornbush, C. C. W.....	13:14:00
8 James Levy, C. C. W.....	7:42:00	86 T. I. Daniel, Jackson, Mich.....	12:20:00
9 E. A. Schmidt, Aolus.....	9:40:00	87 C. S. Salisbury, City.....	12:20:00
10 H. R. Geer, C. R. C.....	9:51:00	88 H. E. Corey, Clarendon W.....	13:43:00
11 R. E. Isham, Minnette.....	9:46:00	89 J. W. Larson, City.....	12:46:00
12 William Blair, C. C. W.....	9:59:00	90 John C. Carpenter, Kans. City.....	12:47:00
13 A. P. Peck, L. C. C.....	10:40:00	91 C. B. Truitt, Macon, Mo.....	13:05:00
14 J. I. Foster, C. C. W.....	10:16:00	92 L. M. Reid, City.....	13:46:00
15 F. C. Brightley, City.....	9:47:00	93 W. A. Thompson, Clarendon	
16 S. Diamond, I. C. C.....	10:38:00	Wheelmen.....	13:44:00
17 Miss Hattie Bicker, City.....	10:46:00	94 S. Deginger, City.....	12:50:00
18 F. W. Osmun, City.....	10:46:00	95 W. L. Lee, City.....	12:51:00
19 L. Kerr, City.....	10:56:00	96 B. E. Whitney, N. C. U.....	13:04:00
20 G. Brandes, C. C. W.....	10:16:00	97 O. M. Hagen, City.....	13:00:00
21 Eugene Spike, S. S. C. C.....	10:56:00	98 F. H. Ruell, St. Johns, N. B.....	13:23:00
22 Gus Bicker, City.....	10:56:00	99 C. S. Hallen, C. C. W.....	13:19:00
23 C. S. Skinner, City.....	9:30:00	100 S. Ziegler, City.....	13:55:00
24 F. E. Kipfel, Buffalo.....	9:09:00	101 Ed Hochberg, City.....	13:16:00
25 J. A. Pallister, Ottumwa, Iowa.....	9:57:00	102 A. H. Whiting, N. Attleboro,	
26 Lee Doran, City.....	10:28:00	Mass.....	13:17:00
27 W. E. Jawovski, Y. M. C. A.....	10:17:00	103 G. W. Stauff, City.....	13:58:00
28 Bert Galbraith, Philadelphia.....	10:12:00	104 A. J. Danz, A. C. C.....	13:56:00
29 C. F. Blake, City.....	10:11:00	105 J. H. Duffany, City.....	13:27:00
30 H. A. Ludlum, Drayton, N. D.....	10:17:00	106 F. M. Grotehans, City.....	13:53:00
31 C. F. Fish, C. C. W.....	11:25:00	107 C. F. Alsop, Calumet C. C.....	13:51:00
32 E. Rutherford, C. C. W.....	11:25:00	108 Chas Becker, Calumet C. C.....	13:51:00
33 Dr. C. W. Baker, L. C. C.....	11:21:00	109 V. E. Heart, City.....	12:23:00
34 J. W. E. Kinkadee, L. C. C.....	11:21:00	110 Hulda Peterson, City.....	14:08:00
35 F. A. Rogers, City.....	10:46:00	111 G. R. Harper, Goshen, Ind.....	13:41:00
36 George Alexander, City.....	10:25:00	112 H. H. Sherwood, City.....	13:21:00
37 William Robinson, Kans. City.....	11:17:00	113 Harvey Supplee, N. Wales,	
38 C. B. Van Dyke, M. and W.....	10:43:00	Pa.....	12:41:00
39 C. P. Schye, Columbia.....	11:29:00	114 E. S. Ruell, St. Johns, N. B.....	13:43:00
40 H. M. Taylor, L. C. C.....	9:55:00	115 H. C. Young, City.....	13:57:00
41 J. H. Sager, Rochester.....	9:04:00	116 W. F. Hochkirk, Lincoln.....	14:03:00
42 A. R. Hall, Clover Leaf C. C.....	10:51:00	117 E. P. Rancher, City.....	14:23:00
43 J. F. Gunther, Lincoln.....	9:22:00	118 C. R. Nelson, Kansas City.....	14:04:00
44 A. H. Radell, Lincoln.....	11:15:00	119 W. R. Carson, Calais, Me.....	13:51:00
45 H. W. Jones, Downer's Grove.....	12:50:00	120 L. H. Schmertman, Minnette.....	14:17:00
46 W. I. Smith, City.....	12:10:00	121 H. W. Church, C. C. C.....	13:57:00
47 E. P. Hamilton, City.....	12:07:00	122 C. R. Napier, L. C. C.....	13:57:00
48 A. W. Cleaver, C. C. C.....	11:18:00	123 F. J. Becker, City.....	13:54:00
49 Grant Craig, L. V. C. C.....	11:27:00	124 W. C. Hibbard, City.....	14:46:00
50 F. J. Hinkley, City.....	12:29:00	125 C. M. Howe, City.....	14:43:00
51 H. V. Hartwell, City.....	11:41:00	126 H. Blair, C. C. W.....	15:53:00
52 E. W. Hartwell, City.....	11:41:00	127 W. Terry, C. C. W.....	14:48:00
53 E. Long, Decatur, Ala.....	12:29:00	128 F. H. Watrons, Waukegan.....	14:01:00
54 J. Jacobs, C. R. C.....	11:59:00	129 W. S. Watrons, Waukegan.....	14:01:00
55 W. S. Butterbaugh, Ia. City.....	11:34:00	130 H. E. Stroup, City.....	14:30:00
56 John Birk, City.....	12:08:00	131 Sam T. White, Lincoln.....	15:14:00
57 W. W. Jaques, Kansas City.....	12:30:00	132 Lizzie Stahl, Ravenswood.....	15:14:00
58 E. A. Johnson, Des Moines.....	11:13:00	133 Henry Simon, Ravenswood.....	15:14:00
59 Arthur Porter, City.....	13:03:00	134 Charles J. Iven, Rochester.....	12:39:00
60 J. M. Howard, Latrobe, Pa.....	12:19:00	135 L. J. McKee, City.....	14:42:00
61 C. W. L. Reister, Buffalo.....	11:16:00	136 W. L. Fowler, C. R. C.....	14:42:00
62 M. H. Wickhorst, Aurora.....	11:46:00	137 F. L. Temple, St. Johns, N. B.....	14:45:00
63 C. E. Graham, C. C. W.....	12:17:00	138 Dr. F. H. Moore, Calais, Mo.....	14:45:00
64 Leon Engstrom, Lake View.....	12:30:00	139 Charles Moxam, Lincoln.....	15:48:00
65 J. H. Schoeninger, City.....	12:30:00	140 G. R. Catto, Lincoln.....	15:48:00
66 E. C. Peter, Algonquin.....	12:01:00	141 R. Mueller, Newark, N. J.....	15:12:00
67 J. T. Swartout, L. C. C.....	12:06:00	142 A. Koppel, Minneapolis.....	15:12:00
68 A. J. Davis, Minnette.....	11:43:00	143 Ed Porter, Illinois.....	15:55:00
69 W. M. Staley, Minnette.....	11:43:00	144 Miss Lizzie Hegerty, C. R. C.....	15:55:00
70 G. H. Kent, City.....	13:10:00	145 Miss Lucy Porter, C. R. C.....	15:55:00
71 Harry L. Pound, Lincoln.....	12:51:00	146 L. M. Lively, Atlanta, Ga.....	15:35:00
72 H. J. Bouncey, Lincoln.....	12:51:00	147 John P. Walter, Lincoln.....	15:15:00
73 W. B. Lewis, Minnette.....	11:26:00	148 C. P. Hermance, New York.....	15:35:00
74 C. E. Salter, Ravenswood.....	12:57:00	149 Bob Parsons, City.....	15:23:00
75 Grant Newell, Ravenswood.....	12:57:00	150 O. Brown, City.....	15:25:00
76 H. Beaumiller, Minnette.....	11:53:00	151 A. E. Parish, City.....	15:10:00
77 H. A. Stowell, City.....	12:39:00	152 John Bent, L. V. C. C.....	15:25:00
78 W. D. Medill, City.....	12:25:00	153 Joe Smith, City.....	15:45:00

Frank Waller tried for the double century record over the Elgin-Aurora course last Tuesday. He made the first 100 in 7:45:00, but on the second time around was thrown from his wheel at Elgin and was severely shaken up. The "Cherman" intended to ride a century every day this week, but rain on Wednesday put a stop to his ambitious scheme.

## NEWS FROM ENGLAND.

**The Harrogate Camp—Tandemons Break Records—Sturmey is Silent—Appeals Dismissed—Road Records Broken.**

LONDON, August 5.—Once again with the wane of the summer we come round to the period of pleasure camps. The two great cyclists' camps are once more *un fait accompli*, as I write. Up at Harrogate the older camp will be notable for the many northern celebrities gathered under its canvas, not forgetting the party of Londoners under the conduct of George Lacy Hillier. Last year the Stanley men went to Harrogate as an experiment instead of to the south; but they yearned for the life and color, the mirth and song, the luxurious marquees and daintily dressed ladies, the snug little bell tents with camp bedsteads and boarded floors and brilliant evening fetes of the rival camp of pleasure at Dorking, and to Dorking they have gone again this year. Hillier himself traveled down to Dorking last year on the second Sunday of the southern camp, after his return from Harrogate, and he was so struck with the delights of the situation that he vowed he would bring a party through by rail from the north next year. Hillier rarely departs from his word. Next Wednesday a saloon will convey Hillier's party from Harrogate to Dorking, a trifling journey of about 225 miles, and there will be high revels beneath the southern banners on their arrival. M. D. Rucker, F. W. Shorland, and R. L. Philpott (who stanchly supported the southern camp years ago) will be with him, besides several other well-known men. The Stanley men will receive the party. The Pickwick, Holborn, Wandsworth, and North London clubs are again at Dorking, and there is every indication of the camp proving another huge success.

The regime of luxury commenced in the south nearly ten years ago, but the Harrogate camp is older than this. Spartan simplicity, whisky drinking, an absence of decorations, flowers, or luxurious furniture, cordial good-fellowship, and the annual renewal of many friendships formed years ago are the chief features of the camp. No doubt for those who care nothing for the attractions of the fairer sex, who can sleep on the ground upon a mattress stuffed with straw, and rise at early dawn to dig a trench round their tent when rainfall demands, more fun is to be had at Harrogate. One thing must not be forgotten—there is a spa at Harrogate where invalids go to drink the waters. Whether this spring accounts for it or not, all who return from Harrogate camp unload funny stories for weeks to come. This was strikingly exemplified when the Stanley men returned last year.

### Will be Two Trade Shows.

It is now inevitable that there will be two trade shows next winter. Both the Manufacturers' Association and the Stanley Club have published their announcements. The latter will exhibit first, at the Agricultural Hall again, the dates being November 17 to 25 inclusive. The Manufacturers will hold their national show at the Crystal Palace, from December 1 to 9 inclusive. The association offers exhibitors the return of space fees, while boycotting them altogether if they exhibit elsewhere. The Stanley will supplement their show with many attractions, as they did last year. The chief makers and the press will be entertained at a luncheon by the Stanley Club during the Dorking Camp.

### New Tandem Figures.

On Tuesday last the brothers R. J. and A. F. Ilsley, of the Stanley and London County clubs, very nearly accomplished twenty-five miles within the hour on a tandem safety at Herne Hill. They started in the hope of lowering G. E. Osmond's 1:00:04 for twenty-five miles. In this they failed, as also did A. V. Linton, who started with them on a safety with a similar object in view. Linton gave up after going three miles, his chain being too tight. The tandemons flew on, being well paced by a batch of riders under Hillier's control, and although they failed to obliterate safety records, they created new tandem figures from six to twenty-five miles inclusive. Here are the times:

MILES	TIME.	PREVIOUS BEST.	MILES	TIME.	PREVIOUS BEST.
1	02:21 1-5	02:11 2-5	*14	33:36 1-5	35:10 1-5
2	04:43	04:41	*15	36:04 3-5	37:43 3-5
3	07:04 4-5	06:59 1-5	*16	38:03 3-5	40:14 4-5
4	09:25	09:20 4-5	*17	40:57 4-5	42:47 1-5
5	11:47	11:43 1-5	*18	43:26 2-5	45:17 4-5
*6	14:08 4-5	14:09 4-5	*19	45:54 2-5	47:44 4-5
*7	16:30 1-5	17:30 2-5	*20	48:21 2-5	50:16
*8	18:53 1-5	19:58 3-5	*21	50:49 3-5	52:44 4-5
*9	21:18 3-5	22:29 3-5	*22	53:17	55:10 4-5
*10	23:47 1-5	25:01 1-5	*23	55:43	57:36 2-5
*11	26:14 2-5	27:34 3-5	*24	58:08 4-5	1:00:03 1-5
*12	28:41 3-5	30:04 2-5	*25	1:00:31 3-5	1:02:29 1-5
*13	31:08 2-5	32:38 1-5			

\*Bests on record for tandem safety.

In the hour the Ilsleys covered 24 miles 1,360 yards, the previous best being Wass and Newland's 23 miles 1,725 yards. The Ilsleys now hold all tandem records from one mile (02:11 2-5) to twenty-five miles, inclusive.

The Stanley and the Brighton clubs met at Horsham last Saturday, on an inter-club run. Everything proved very pleasant, including the weather. Accompanying the Brightonians was Miss Reynolds, an accomplished young lady safetyist who has emancipated herself from the thralldom of the skirt. Miss Reynolds wears a long jacket, ordinary knickerbockers and hose. Her dress presents a neat and graceful appearance, and, freed from her skirt, she propels her ladies' Peregrine at a pace at which most men would marvel. Several Brighton ladies are expected to follow Miss Reynolds' example.

The North Road Club held another fifty-mile road handicap last Saturday. A. F. Ilsley, riding from scratch, secured second place in the fast



time of 2:49:48. The actual winner was E. J. Waygood, 20 minutes' start. Time, 3:13:54. The Speedwell B. C. (Birmingham) also brought off a century handicap. The winner, A. Cox, a new club man, had 6 minutes' start and won in the astonishingly fast time of 2:39:30, or 4 minutes inside the Midland record.

#### Why Brown and Watson Stayed Home.

Mr. Sturmeys says not another word in this week's *Cyclist* about the representation of England in the world's championships. It has been stated that Watson and Brown declined to start for America because the union would not allow them to meet Zimmerman (who has not an English license) except in the international events, so that they would presumably have been unable to start in any other big event held during their stay in the States. F. J. Osmond, presuming him to be in proper trim and possessed of the necessary credentials, will, I hope, now that he is used to the climate, ride for England in the world's championships. I don't profess to understand how Mr. Sturmeys can seriously regard W. C. Sanger as a representative of England just because he scooped our mile championship when on his visit. Mr. Sturmeys' view of this matter has been generally criticised on this side.

At the present time there exists a most unfortunate state of friction between the various committees of the union and the appeals committee. It would appear that in over-ruling the decision of the licensing committee, and removing the conditional indorsement from Shorland's license, the appeals committee quite upset the equanimity of the other body. The latest development of the *brouillerie* is that the licensing and general committees have declined to be represented at meetings of the appeals committee. Of course a council meeting of the union is to be called as soon as possible, to which the present constitution and methods of the appeals committee will be referred. The ostensible ground of complaint against the appeals committee is that one or two of its members are journalists and have injudiciously commented on cases while they were *sub judice*, besides having ventilated their own views on conditional licenses, etc. The real cause of the friction is the licensing committee's vexation at finding the appeals committee did not resort to suspicion in hearing cases. The latter body goes upon the evidence solely and entirely. The licensing body dabbles in occult knowledge, rumors, and general suspicions. Hence the variance between the respective conclusions at which the two bodies arrive.

#### Two Appeals Decided.

On Wednesday the appeals committee of the union heard the cases of C. L. Newland and J. Green. The former is a London rider, while Green hails from Newcastle-on-Tyne—both being in the cycle trade. It appeared that Newland was summoned before the London Center early this year to answer a charge of having accepted a sum of money from Dunn, a tire patentee, for his share in certain record attempts made last autumn at Putney track upon a tandem safety fitted with Dunn's tires. Newland declared that J. Wass, his tandem companion (who, by the way, was suspended over the transaction by the London Center) had taken the money, while he (Newland), beyond the sum of \$15 paid him by Dunn for commission on tires sold, had never accepted or received a farthing. The London Center had considered the case against him not proven. The appeals committee after hearing Newland, and Robert Todd on behalf of the licensing committee, decided to dismiss the appeal. So Newland remains unlicensed. It is probable, however, he will be issued a license next year if he applies. J. Green appealed against a condition indorsed on his license. He must not ride an Elswick by Newton & Co., his employers. Green has ridden for many years. At fifteen years of age he first raced, being then a clerk in the office of a coal mine. Later he became a pitman and toiled manually, still racing when above the surface. In 1891 he entered the employ of Newton & Co., at \$10 per week, as a cashier and general correspondent—for Green writes a really nice hand, and has attended science classes since leaving school. He received no racing expenses or bonus. He certainly rode an Elswick for which he had exchanged other machines. In the past he had ridden Humbers, Singers, etc. Robert Hall, of Newcastle, spoke on behalf of the licensing committee, and urged that in attending the thirty race-meetings he went to in 1892 Green must have spent more than his salary. Although there was evidence that his railway fares cost only \$31 for the season, that his entry fees only amounted to about \$25, and that he did not have to pay for his board and lodging at home, the appeals committee were not convinced, and decided to dismiss his appeal. J. Green, it may be stated, has availed himself of his conditional license. When I was at Newcastle I saw him riding a Raleigh safety in the twenty-five-mile N. C. U. championship.

#### After Road Records.

LONDON, August 6.—The London to Bath and back record appears to be the private property of the Bath Road Club. In the past, C. A. Smith has over and over again demolished the record, and this season the great Bath Road flyer has only been deferred from going again by a spell of illness. Last year the safety record for the 212 miles stood to the credit of J. W. Jarvis (Bath Road Club), who did it in 15:16:42. On Wednesday last C. G. W. Ridgway, a young member of the same club, did the ride in 14:22:57, beating the record by no less than 53 minutes, 45 seconds. Ridgway, I hear, is quite a youngster. Today, Mr. R. C. Nesbitt has started to lower Ridgway's time, on a front driver.

Lawrence Fletcher, the record breaker and romance writer of the Anfield B. C., set himself the task of making a new 24-hour record over Irish roads last Saturday. He started at Cork and despite the wretched surfaces encountered finished near Clonmel with 264 miles to his credit.

The former record was 244 miles. Fletcher's last 103 miles took him 10 hours.

Last Friday and Saturday the Anfield B. C., of Liverpool, held a 24-hour ride in which the winner turned up in a tricyclist, H. Hellier, who covered 281 1-2 miles—thirteen miles ahead of the northern record held by Lawrence Fletcher. Hellier's machine weighed thirty-six pounds. Taken in conjunction with Mills' grand tricycle ride from End to End and Bidlake's 410 miles in competition on a similar type, this performance should cause a revival in tricycling next year.

A fifty-mile race between the Manchester Wheelers and the Manchester B. C. was set for decision on the Fallowfield track on Wednesday night. A late start was made and ten men were allowed to represent each club. This number proved too many for the track. Darkness came on apace and the race was a fiasco. Thompson, of the Bicycle Club, beat Davis, of the Wheelers, by a foot, but darkness and confusion prevented the placing of the others.

An amusing incident occurred the other evening at Kensalrise track. A well-known road-racing club held a ten-mile handicap. Nearly every one on the ground belonging to the club got up in the race, leaving no proper officials to manage the event. The result was that at the finish the leaders, inextricably mixed up with several men who were lapped, dashed across the tape in a bunch and no one could declare who had won the event.

C. W. HARTUNG.

#### Poor Attendance at Cash Prize Races.

ST. LOUIS, MO., August 14.—The second meet of the N. C. A. held here was hardly a success. The racing was excellent, Wheeler doing a mile in 2:30, but the attendance was very poor, there being scarcely 400 people present on the first day, and less than 1,000 on the second day. A number of new men made their appearance at this meet, notably Jack Prince, who ran second in the mile novice on the first day.

The cash prize people have been trying hard to gain recruits from among the local men but so far have secured only one, R. E. Bellecour. H. J. Alvord has promised to join them in time for the races here in October, and several others are apparently on the fence. Bellecour made his first appearance on Saturday in the one-mile novice race, and wasn't "one, two, seven," being distanced. He, however, had not been on a wheel for two years, but says he is going to train and try to win some of the purses. C. E. Simons, W. F. Heuman, C. W. Price, and Jack Prince all had bad falls from the sharp turn at the northeast corner of the track.

The midsummer tournament of the St. Louis Bicycle Association will be held at new Sportsman's Park on Sunday, August 20. The date was originally set for August 26, but as the Pastime Athletic Club had selected that day for their opening meet it was changed, in order not to conflict. There will be six races.

At the picnic of the Irish Nationalists yesterday there were two bicycle races, a two-mile handicap and a one-mile open. The first was won by John W. Coburn, of the Wanderers Bicycle Club, 300 yards handicap, with Dave Coburn, of the St. Louis Cycling Club, 150 yards, second; and the open race was won by L. D. Cabanne, of the Pastime Athletic Club, with W. C. Wicke, of the St. Louis Cycling Club, second. There were six or seven thousand persons present, and great enthusiasm was manifested over the bicycle races.

#### Ripon Races Postponed.

RIPON, WIS., August 16.—Rain caused the postponement of the first day's races at the Wisconsin division meet here today. Showers fell during the night and forenoon and reduced the half-mile track to a miry mass of mud, effectually destroying all the hopes of the meet promoters. The racing men were not sorry to get a rest, for they have been racing for over a week with but one day's intermission. They immediately began to have fun. Zimmerman and some of the others went to Green Lake on a fishing excursion. The champion's luck did not desert him and he landed a four-pound bass, much to the disgust of the others, who envied his good luck.

Ripon has gone wild over her visitors and is entertaining them royally. Judge Ripon, who has two sons who are racing men, decorated his house, as did many of his neighbors. The cracks spent most of the afternoon riding about town in vehicles, ranging from a dog-cart up to a hay wagon. The races will be held tomorrow and Friday.

#### Poor Racing at Wauseon.

WAUSEON, OHIO, August 16.—Rain delayed the bicycle races today until 1:30. The first race, the one-mile novice, in which there were thirteen starters, was won by William H. Gibbs, of Toledo, in 3:55 3-5. The heaviness of the track explains the wretched time. The mile handicap was won by O. P. Bernhart, Toledo, in 3:28 4-5. The half-mile open was run in the rain and the riders could hardly push their machines through the mud. The first heat was won by W. L. Swendeman; Paul Grosch, Passaic, N. J., second; C. S. Baker, Columbus, third; C. C. Vantine, Findlay, fourth; H. F. Wallace, fifth. Most of the starters pulled out before the finish, and the conclusion of the race was postponed until tomorrow. Attendance, 3,000.

#### Ahead of Schedule Time.

CINCINNATI, OHIO, August 12.—The Post-Poorman relay from Columbus to Cincinnati was run today, and the message was brought in 4 minutes ahead of schedule time. Governor McKinley delivered the message to the first courier at 1 a. m. and it was delivered here at 9:56 a. m. The distance is 136 miles.



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GEO. K. BARRETT, EDITOR.

## GIVE US HONEST VALUES.

It is high time that the Racing Board looks into the cases of some race promoters who secure the big riders at their meets through advertising prize lists to which they have attached inflated values. The racing men are entitled to some protection in this matter, and the race promoters who induce a man to spend his time and money to attend their meets by false promises are certainly worthy of punishment. If nothing more can be done, they can certainly be put on a black list and refused license for any future meet.

## RACING IN COLORS.

One of the most noticeable things in connection with the great Chicago meet was the large number of racing men who rode in distinctive colors. This added a great deal of interest to the events as the spectators were enabled to follow their favorites all through their races. The racing men have taken most kindly to the suggestion of THE BEARINGS in this matter, and we trust before long to see every racing man of any note riding in his own colors. The rules governing the international races provide that the competitors from each country must wear colors distinctive of their native land, all of which goes to prove that the men who framed the international rules recognized not only the advisability but the necessity for some way of distinguishing the men. We hope to see the L. A. W. Racing Board soon frame a rule which will compel all competitors to adopt the color system. In the meantime, the racing men who adopt it of their own free will, will be adding not only to their own popularity but to the popularity of racing in general, in which every one is so much interested.

## MILWAUKEE AGAIN DISGRACED.

It is to be regretted that the majority of the spectators at the recent tournament of the Milwaukee Wheelmen on Monday and Tuesday last should be guilty of such unsportsmanlike behavior in hissing and making unfair remarks to Zimmerman each time he came out on the track for his respective races. While we deplore the accident that occurred to Sanger at the L. A. W. meet, yet Jimmy was in no way to blame; but from the remarks of the Milwaukee hoodlums, one would naturally suppose he was the sole cause. These people were not contented with abusing him upon the track, but followed him to his dressing tent, and it was with great difficulty he made his way to his carriage amid jeers, hoots, and cat calls. This is probably the last time Zim will ride ever before a Milwaukee audience. It was his intention to compete in the Telegram Club races next Monday, but he now says he will be a sure absentee. Other prominent racing men have also stated their intentions of not going to this town again, and the Milwaukee people have only themselves to blame if first-class men are missing from their future tournaments. Some of the Milwaukee wheelmen tried all they could to suppress the disgraceful exhibitions, but were utterly powerless to do so.

## DON'T BE FOOLISH.

The Detroit wheelmen seem bound to keep in trouble. The city fathers of the town on the Straits have passed a bicycle ordinance not nearly so severe as that passed by the lawmakers in New York and Chicago and hundreds of other cities, inasmuch as it provides for a minimum gait of

fifteen miles an hour on the streets. As usual, it provides that cyclists must carry lamps and bells, and this is what the wheelmen object to. The ubiquitous Joe Bresler vows he will ride up to the city hall without lamp or bell and call the city prosecutor out and invite him to have him (Bresler) arrested. All such attempts to belittle or evade a just and necessary law are foolish, and the sooner that Mr. Bresler and his colleagues learn that a fair ordinance should be observed and not ridiculed, the better for them. The time may come when they have cause for legitimate complaint. The less fuss they make now over what they can not and should not try to help, the better will be their chances to have real grievances given attention in the future.

## STRAY SHOTS.

### How to Pack your Traps.

As the season of touring approaches, a word in the way of how best to carry luggage may not be out of place. New riders will almost invariably attempt to carry all their traps on the handle-bars. This is a bad plan, as it interferes seriously with the steering of the machine; and the heavier the bundle the greater the interference will be. The luggage carried should be reduced to the smallest possible bulk and should then be divided into two or three bundles, one of which can be strapped under the saddle—taking care that it is not so large as to interfere with mounting and dismounting; one on the frame of the machine between the rider's legs, and the third on the handle-bars. It is hardly necessary for us to say that articles which the tourist needs most frequently should be put in one bundle, while changes of clothing, etc., can be put in a bundle by themselves, which need not frequently be undone.

### Unsportsmanlike.

The mile tandem record was lowered by Crooks and Dirnberger, their only competitors being Munger and Waller, who, although they made a hard fight, were not in condition. A story has just leaked out that does not speak well for the ideas of fair play of the winning team. Crooks had a tandem on the grounds and had picked E. G. Bald for a mate, but at the last moment changed his mind and mounted with Dirnberger on the latter's machine. George Banker and Bliss were entered, and wanted to borrow Crooks' spare tandem. This Crooks refused to let them have, saying that he and his mate wanted the race, and couldn't win if Banker and Bliss rode. It is a pity that the latter two couldn't secure a wheel, and go in and win. A man who could be so unsportsmanlike does not deserve to win a championship.

### Give the Distance Men a Chance.

Long-distance racing is liable to become monotonous, yet it always seems to attract a crowd, and no matter how tedious the race may become, the spectators will almost unanimously stay out the race and shout themselves hoarse at the end. This is a peculiarity of human nature which we will not try to explain. However, we will suggest that such being the case it would be policy on the part of race promoters to introduce these long races wherever possible. When we speak of long races we do not mean intermediate distances of five to ten miles, but races from twenty-five to one hundred miles.

### We Will Be on Deck.

Chairman Raymond, of the Racing Board, was very emphatic in his declarations that wherever the international races may be held next year, America will be represented by a creditable team—creditability both in numbers and quality.

### Not a Bad Idea.

An English paper suggests that a repair man might work up a route among the wheelmen to clean their machines, calling at stated periods and keeping the machines clean and in repair.

## BURLEY B. AYERS.

Burley B. Ayers is one of the oldest and best-known wheelmen in the United States. He is a man of uncertain age, and his friends say that when he began wheeling some fifteen or sixteen years ago he looked not a whit older or younger than he does now. He was a charter member of the old Chicago Cycling Club, which was organized in May, 1878. He has held the offices of chief-consul of the Illinois division of the L. A. W. and chairman of the national transportation committee, in which latter position he secured a great many concessions from railroads, as, being a railroad man himself, he had great opportunities for good work. He was the originator and manager of the three big tours of the Chicago Cycling Club, of which the Big Four tour, in 1885, is the best known.



BURLEY B. AYERS.

He has ceased active participation in cycling politics, but is still keenly interested in everything that appertains to the wheel.



## ANOTHER VICTIM AT THE MEET.

There was a very palpable air of freshness about the whole combination. His wheel was painfully new and his bicycle suit ditto, and as he stood there on the sidewalk one day during the meet, with his wheel leaning against the curb, he looked very, very lonely indeed.

Somehow he couldn't reconcile himself to the situation. Why! it was only about a month before that he had succumbed to the blandishments of the "local consul" at Wahoo and had joined the L. A. W., and it was very hard to believe that his nice new membership ticket lacked any of the magic ascribed to it. He recalled even now all the beautiful things that he had ever heard or read about the "freemasonry of the wheel," and how his membership ticket would be "as good as a letter of introduction to every other member," etc., and he sadly wondered why the scheme had failed to "mote" in his particular case. He had been in town now for three days and everybody, somehow, seemed to be very busy about his own affairs and the advent of No. 4-11-44 from rural Iowa had not had the disturbing effect upon current events that he had fondly dreamed that it might.

Down the street upon a "twenty-seven-pound all on" came a young man in neat cycling costume, who, noticing the out-of-towner, dismounted, leaned his machine against the other, and entered into conversation with the lonely man from Iowa.

Was he from out of town? Iowa? That so? Had an uncle out that way himself. Couldn't just think of the name of the place. Sorry he hadn't a card with him. Name, though, was Van Razzleton. Called "Van" for short. Clubs? Oh yes, indeed! Member in almost all. Officer in eight. Just now on duty for the national meet. Queer job, too. Looking out for cycle thieves. Getting awfully bold lately. Only last week walked off with wheel right under owner's nose. Funny thing that. Wheel not farther from owner than—Gad! there was some fellow riding his wheel off now. Good joke that to steal bicycle from committee on prevention of theft. Knew the fellow, too. If Iowa man would loan his wheel for few minutes would land the rascal, and—but before the words of assent were out the young man with the natty suit was doing a 2:20 clip after the thief on the Iowa man's wheel.

Two hours later a young man in a brand new bicycle suit drooped back to his lodgings lonelier than ever, all of which accounts for the following ad. in the dailies one morning of last week:

Twenty-five dollars reward for the recovery of "Incomparable" light roadster, No. 6-46-69; stolen Wednesday afternoon by a well-dressed young man, about thirty years of age, wearing a light-colored "bloomer" bicycle suit.  
Address, E. Z. FROOT, Wahoo, Iowa.

### Banker's Hard Luck.

It is a cold day when George Banker does not win a prize, but last week was the first time this year that he has not captured something at a race meet. He was one of the unlucky ones who fell with Sanger on Monday, and it shook him up so that he did not ride in his usual form the rest of the week. When asked why he did not ride in the consolation race Saturday, he said that he had never done so yet and didn't propose to break his record.

### Knisley as a Pacemaker.

There is the making of a grand rider in Charley Knisley and he will probably show more speed now that Tom Eck has hold of him. During the week he set more than his share of the pace and in consequence broke the four mile world's record twice. A man who can set pace alone for a mile in 2:27 must have some speed up his sleeve, and if Knisley doesn't show improved form on the circuit it will be a surprise to those who have seen him ride.

## Followed Their Advice.

Among the novices at the meet was noticed one man in particular. He was tall and good-looking, but a heavy growth of whiskers gave him a queer appearance on the wheel. Any one could see that he was a novice, for he took the pace at the start of the novice race, and endeavored to run away from his field. In the final rush he brought up the rear. In the dressing-rooms he told an admiring crowd that he knew he had speed, but thought that it would take several weeks to develop it. "Your whiskers retard your progress," said one of the crowd. "Shave them off, and you will make better time against the wind." The novice said that it was a good suggestion, and the next day the wind could not find anything to blow through. Whether the theory was false or his speed had not yet developed is not known, but Mr. Novice again brought up the rear.

### The Lantern Parade.

Seven hundred cyclists participated in the lantern parade at the World's Fair, and the affair was quite a success. The Lincoln C. C. made the best showing, its riders having spent considerable time in decorating. They were there 200 strong. J. P. Walter and Frank Waller rode a tandem, and were dressed as Chinamen. J. Bills had an imitation Ferris wheel on his machine, while F. J. Morse represented "His Royal Majesty King Wheelman." All of the local clubs participated in the parade. The wheelmen started on the plaza between the Administration Building and the Terminal Station, and there were huge crowds along the line, the Maharajah being one of the spectators. After the parade the cyclists took in the Midway Plaisance.

### The Wheels Stood the Strain.

The final sprints nearly always started in the middle of the last turn and it was a thrilling sight to see the field round the last corner almost neck and neck. The leaders always swung wide and gave the rear men a chance to get through. The big guns soon got on to this and many a race was won by men who had seemed hopelessly pocketed before. The strain on the light racing wheels at this corner was tremendous and to one standing near it would seem that something must give way. The creaking of the machines as the men swung into the home stretch could be heard yards away and it showed that the makers had reduced the making of feather-weights to a science.

### Caught the Wrong End.

The press men were treated to pop by the management, but there was such a large field that the bottles had to be thrown around. One man was nearly hit on the head by a flying bottle. Another, at the farther end of the stand, yelled for a drink and a bottle was thrown to him. He caught it at the wrong end, however, and the cork was forced in, letting the contents fly all over the surrounding audience. The drenched ones took it good-naturedly.

### Swendeman a Good Rider.

W. L. Swendeman came all the way from Helena, Mont., to participate in the races and he did not go away empty handed. He showed up well in the handicaps and had a strong finishing sprint. Swendeman is a soldier and recently carried a message 130 miles over rough roads in fine time, to show the military authorities that the bicycle was useful in courier work.

### Cold Weather for August.

"It must have been awfully cold, last night," said one of the racing men as he first came into the ball park track. "I see that there is frost in the track." What he really did see was the salt that was plentifully sprinkled over the track's surface and rolled in.



"BIRDIE" AND "POP BREWSTER."



## ECHOES OF THE GREAT MEET.

Windle and Hyslop both suffered from the effects of Chicago water.

"Pa" Zimmerman was there on Wednesday and saw his son beaten by Johnson.

There was a scarcity of badges at the meet. Are the wheelmen at last becoming sensible?

E. A. Nelson's injuries were more severe than at first supposed and he now uses a cane to get around.

W. A. Thompson was picked for a winner of the 3-minute class on Tuesday, but failed to use his brains.

M. H. Burt, the Kansas phenomenon, had enough on Monday and occupied a seat in the grand stand on Tuesday.

The barbed wire on top of the railing in front of the training quarters made many a racing man get up with unusual celerity.

John S. Johnson has one of the prettiest racing suits yet seen. It is gray, with a maroon front on the shirt and maroon stripes on the pants.

Zimmerman always has his eyes open to advertise his book, and every racing wheel had a "Read Zimmerman's book on training" label stuck on it.

Trainer Culver spent most of Monday night in caring for Sanger's bruises. He got the skin together so that it is rapidly healing. The Milwaukeean received internal injuries, his chest and neck being sore and stiff.

"Go it, Peck," shouted an enthusiastic maiden to the winner of the Poor-man road race in the five-mile handicap on Monday. Peck blushed so that the occupants of the press stand could see, and was so badly rattled that he was not in it at the finish.

Both Johnson and Tyler thought that they were underrated when given twenty yards in the mile and so told Mr. Miles. He informed them that he handicapped them by their performances and refused to put them on scratch, although Tyler went back in the mile handicap Tuesday.

One evening paper gravely announced in its head lines that Lumsden broke his pedal chain in one of the races. In the article that followed the reporter evidently labored under the impression that the racing men slept in the tents all night, for he had Zimmerman waking early and calling for some soft-boiled eggs.

The Rope Club was organized as a substitute for the old Hickory Club. Every one was given a dose of rope end, and woe betide the unlucky wight who forgot his badge. He had to go through it again. At the track on Sunday there was a jolly time. Even the 200-pound policeman was put through. One pretty girl, who was a new recruit, aided Charley Murphy in putting Post, Collister, Rhodes, and others through.

### About Meintjes.



L. S. MEINTJES.

Meintjes tells us that he thinks the proper place for holding the international races for '94 is South Africa, as his country scored the second largest number of points in this year's championships. He says the idea that has gotten abroad that he is the champion of his colony is erroneous. That he is not, but being the only man who could spare the time to get away, he was chosen as the representative of his country. He says that his forte is five-mile racing,

and that most of his racing honors in his own country have been scored on the road.

### The Trick Riders.

There was a gathering of trick riders at the meet. Nick Kaufmann was there, and amused the crowd by his feats on the ordinary, his playing of the mandolin while riding the rear wheel of his ordinary being most appreciated. Maltby's acts were not so well received, his dude act being his best. Sid Black sat in the grand stand until the last day, when he came out and completely eclipsed Maltby. His friends wanted him to perform before, but Maltby protested, although Kaufmann volunteered to give up his act so that Black might perform. Dan Canary, the old-time favorite, was there, but did not come out. Kaufmann, while here, tried hard to make a match, posting money several times for a match with Maltby. He had an exciting interview with Marschner and offered to ride him anywhere for

the championship, but the latter did not wish to risk his laurels. And so there are still a dozen "champions of the world."

### Meintjes and Bliss Dance.

The excellent band knew what the people wanted and ground out inspiring music by the barrelful. It often set restless feet to beating an accompaniment, and also livened up the racing men. Bliss and Meintjes were waiting for their heat when the band struck up a lovely waltz. It was too much for the two, and they at once commenced to waltz on the base-ball diamond. They presented a curious spectacle. Bliss had on a



THE LEAGUE MEET—TWO-MILE HANDICAP—THE FIELD ROUNDING INTO THE FINISH.

long pink bath robe, and played the part of lady; Meintjes' six feet towered above Bliss' five feet six, and the audience was soon in sympathy with the pair, applauding them loudly.

### Johnson's Tactics.

In scratch races over a quarter, Johnson adopted good tactics. He would wait until the others started, and would then cut across to the pole and fall in behind the leader. By doing this he avoided the chance of falling, and gained a good position. George Taylor was the first one to imitate him, and in one race the two almost came to a standstill while the others were opening up a gap. Taylor gave in, and chased after the others. Johnson got the pole. The same scene was gone through with in the mile international championship, this time between Zimmerman and Johnson. The latter again won his point and fell in behind Zim.

### Did Any One See it Done?

Zimmerman has had no less than three tires go back on him. When Brother-in-law McDermott was asked if he attributed the work to malicious motives on the part of rivals, he replied that he would not say anything of the kind; that the accidents might have happened in the ordinary course of events. It looks a little strange, though, that three tires should go wrong inside of two days.

### He Opened a Bottle.

A rather amusing incident happened in the press stand one day. Bottles of harmless pop had been provided for the refreshment of the press men, and they were distributed by being tossed here and there as the men of the pen felt their thirst require them. One man at the farther end of the stand stood up and held out his hands for a bottle, and when he caught it, it came down wrong side up and with the perversity of a pop bottle the stopper flew out and the copy-paper was thoroughly sprinkled with the beverage.

### It Was a Close Shave.

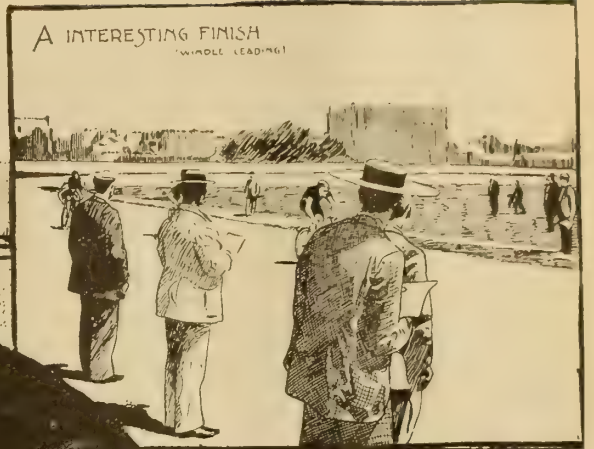
In talking about the electric timer, W. F. Murphy related an interesting experience—his first with an electric timer. It was at Sportsmen's Park, St. Louis, way back in 1890, when Billy was riding for the A. A. U. championship. The timer consisted of posts set in the track about three feet apart and connected at the top with a cross-bar. A fine wire was strung from post to post, and the foot runners striking these wires stopped the timer. It was designed for foot runners and not bicycle riders, and when Murphy, who had a walkover for the championship, came around the track the first time, it was a question in his mind whether he would be able to get under the top bar or not. He bent as low over his machine as he possibly could; however, he barely got under, the upper bar scraping along his back as he whizzed by. After this he rode wide and cleared the machine on the outside.



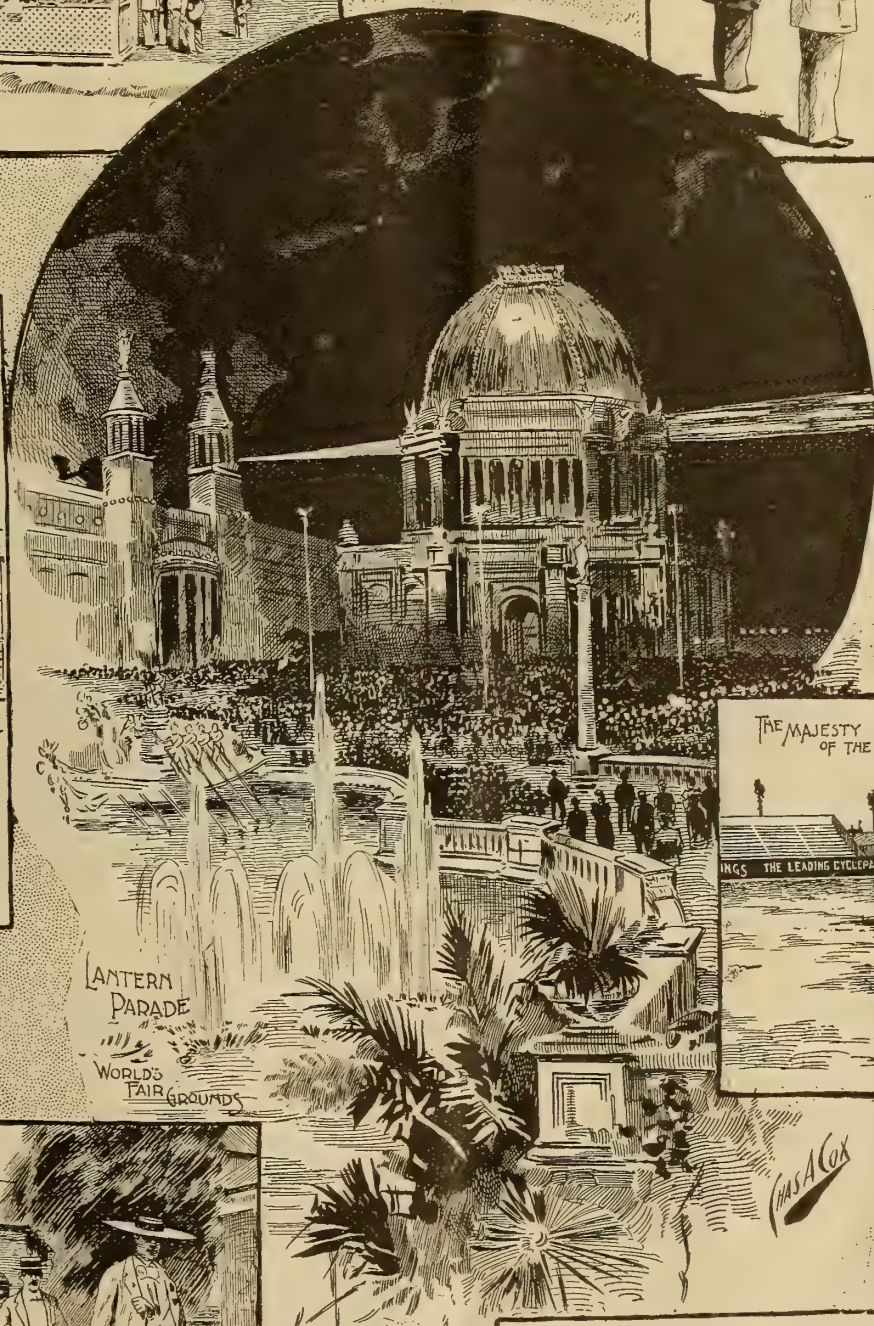
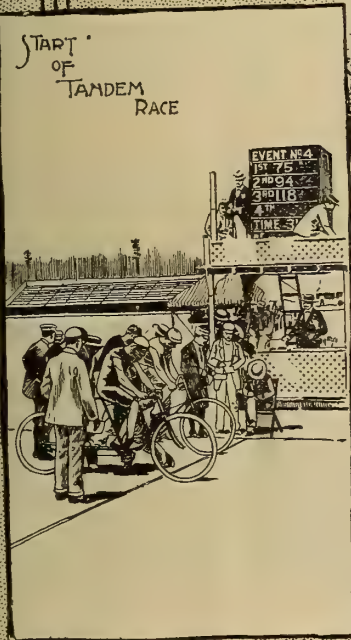
THE JUDGES STAND



A INTERESTING FINISH  
(WINDLE LEADING)



START OF  
TANDEM  
RACE

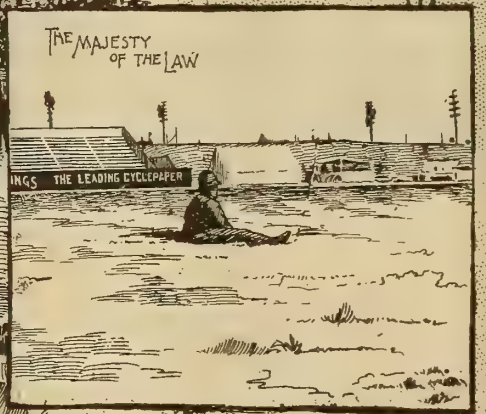


THE  
INTERNATIONAL  
MEET  
CHICAGO  
AUGUST 5-12 1893

LANTERN  
PARADE

WORLD'S  
FAIR  
GROUNDS

THE MAJESTY  
OF THE LAW



THE CHAIN GANG



THE CHRONOGRAPH





### What Makes Zimmy Mad.

Did you ever see Zimmerman mad? He doesn't often show it, but if you want to see his eyes flash just ask him what he thinks of his treatment in England. It is a very sore subject with him. When asked if he would compete in the international championships next year if they were held in England, he said that under no conditions would he ever ride in England again, although he might attend as a spectator.

### He Ate His Prize.

The race between Zimmerman's dark secret, otherwise known as John Backus, and Harry Leonard, another gentleman of dusky complexion, who officiates as factotum for Mulliken, of Baltimore, was held Friday afternoon at the conclusion of the programme, and was won by Zimmerman's mascot, easily, in 2:56 2-5. The prize was a watermelon.

### The Hickory Clock.

"Hickory" Elliott's electric timer was distinctly in evidence during the meet. It worked to perfection, and in no case varied much from the official times. The indicator on the clock was especially useful in keeping the spectators posted on the speed at which the men were traveling.

### Ulbricht's Tenacity.

Ulbricht made a plucky ride of it in the sixty-mile championship and was Meintjes' most dangerous competitor. Long after the others had dropped he hung on, and only fell behind when his attention was distracted long enough to give Meintjes a chance to sprint away from him. Although lapped seven times he kept on, paced by Nessel for almost twenty miles, and finished about six minutes after the winner. The crowd, who persisted in running across the track, nearly threw him on several occasions. He is to be congratulated for his magnificent ride.

### Didn't Ride after All.

After various reports that Sanger would or would not ride during the latter days of the meet, the question was finally settled by his leaving for home Thursday morning. The reports that he was internally injured and would permanently injure himself by attempting to ride were without foundation according to the doctor's report.

### The Surgeon's Tent.

Features of the meet were the hospital tent, with Doctor Carpenter in charge, which did a thriving business. Not a day passed without three or four spills. Among the men badly injured were E. A. Nelson, who suffered from a broken foot; W. F. Murphy with a sprained ankle; Sanger, whose injuries have been already noted in other places, and a score of others whose injuries were less serious. The accidents can not be attributed to anything else than the fault of the riders themselves; not necessarily the men who were hurt, but some riders in the race.

### Zimmerman Wanted Privacy.

Hoyland Smith and Zimmerman occupied the same tent, and it was always surrounded by a curious crowd of racing men. The champion witnessed most of the races leaning over the rail in front of his quarters. That his tent might not be crowded, Brother-in-law McDermott posted the following sign on the door: "This tent is occupied by Hoyland Smith, No. 100, and A. A. Zimmerman, No. 75. All others keep out." It had the desired effect.

### The Winnings.

Zimmerman fared well. He captured the bulk of the prizes and also annexed several medals. Johnson's prizes do not figure up big, but most of his wins were championship medals. Tuttle and Knisley did not win any-



THE INTERNATIONAL MEET—THE CROWD

### "The Grinder."

Zimmerman has many names and nicknames, but that by which his chums know him has not yet seen the light of print. When the select few gather in his room for a quiet game of poker—one dollar limit—he is known as "The Grinder."

### It Was—Oh, so Close!

One-fifth of a second. Well, that's not very much, but it's enough to give Charley Knisley the American record, and he deserved it, and got it, and did his share, yes, more than his share, of the donkey work. He had no idea at the time that he was riding close to record time, but nevertheless he got inside of the four-mile competition record by the closest fraction that a watch can indicate.

### Cleveland Was There.

*Rah! Rah! Rah!*  
*Sis! Boom! Bah!*  
*One! two! one! two!*  
*L! A! double U!*  
*Who are we?*  
*Who are we?*  
*We are the people of the L. C. C.*  
*Lakeside!*  
*Cleveland!*  
*O-hi-o!*

The Lakeside Cycling Club, of Cleveland, was out in force, and the above club yell admonished the grand stand of the fact.

### Windle Fainted Away.

On Wednesday morning Windle, after running his trial heats, was taken violently sick. He fainted on the track and had to be carried to his dressing-room, and the next day left for home.

thing but emblems, and some of Bliss' prizes were from the same die. The list of principal prize winners and the value of their prizes, barring medals, is as follows:

NAME.	Firsts.	Seconds.	Thirds.	Fourths.	Fifths.	Value of Prizes.
A. A. Zimmerman	13	1		1		\$950
H. C. Tyler	4	2		1		605
J. P. Bliss	4	2	2			265
A. T. Crooks	3	2	2			343
J. P. Clark	2		1			192
W. A. Rhodes	2	1		1	1	191
M. Dirnberger	2			1	2	145
A. D. Kennedy	2	1	1			245
J. I. Brandenburg	2					100
W. F. Murphy	1	1	1		1	140
Gus Steele	1	1	1			120
J. S. Johnson	1	2	4	1		45
F. H. Tuttle	1		11			Medals
A. I. Brown	1	1	1	1		\$145
W. L. Swendeman	1		2	1		265
G. H. Ellithorpe	1	1				215
H. A. Githens	1	3	2	1		336
G. L. Gary	1	2	1			100
L. S. Meintjes	1		1			20
F. Waller		2				75
G. F. Taylor		6	1			315
A. W. Warren		1			1	17
P. Grosch		1	2	3		74.50
C. T. Knisley		1				Medal
H. Smith		3	1	1		\$ 52
E. C. Bode		2	1			39
A. E. Lumsden		1	5	2	1	71
Conn Baker		2				175

### This was the Trouble with Guy.

A local contemporary attributes the poor showing made by G. L. Gary this week to overwork, and blames his trainer, Mr. L. F. Jackson, for running him too often at the meet. The fact of the matter is that Jackson is not training Gary at all now. He did have him in hand up to the time of the Detroit meet but refused to train him after that because he would not ride



according to his trainer's ideas. The result of losing his trainer is very apparent in his work this week.

#### **Wanted to Initiate Him.**

It is reported that Davy Post was seen with a knotted rope in his hands industriously hunting for Burdett, whom he desired to initiate into the Rope Club.

#### **A New Chicago Thoroughbred.**

Among the men to spring into prominence at the meet is J. I. Brandenburg, who has shown himself to be a first-class rider. He rides pluckily and has great staying qualities, but lacks a good finish, which is something that only time and practice can develop.

#### **She Was on to Him.**

"There goes a man who bleaches his hair," said a young lady in the Hotel Mecca as Zimmerman passed by; and sure enough the champion's hair is now a light auburn instead of the dark brown that it used to be. "Jimmy" swears that it is the effect of the sun, but no one believes him.

#### **Too Good to Be on Hand.**

If any criticisms can be made on the meet, it was the absence of the officers during the running of the heats in the mornings. It seems as though these big-bugs were selected more on account of their names than for their special fitness to serve. The promoters of the meet had in almost every case to attend to the running of the heats in the mornings. A notable exception was W. Montague Perrett, who was on hand at all times and most efficiently attended to his duties as clerk of the course.

That the meet had been well advertised was evidenced by the crowds that came out to see the men train before the meet opened.

#### **Road Racing on the Coast.**

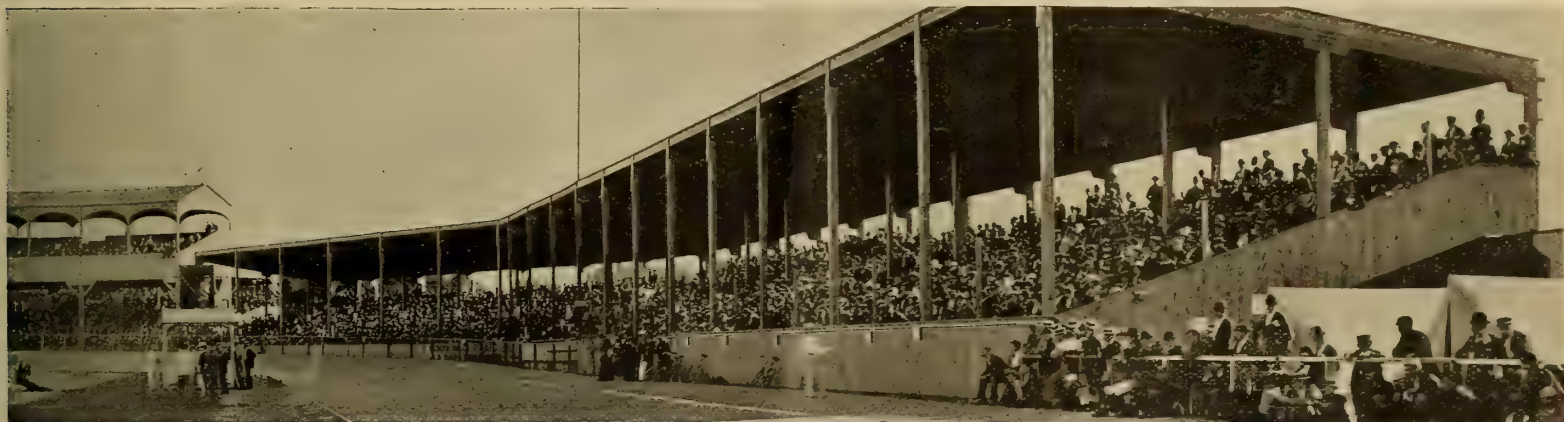
SAN JOSE, CAL., August 9.—Sunday, August 6, the San Jose Road Club, of San Jose, Cal., held its fifth five-mile road race. The coast record of 15:48 1-5 was broken by nearly all the finishers. The finish was as follows: 1, O. Ziegler, scratch, 14:42 1-5; 2, J. C. Smith, scratch, 14:45; 3, O. Olsen, 14:45 2-5; 4, C. J. Sullivan, 45 seconds, 15:11; 5, C. J. Belloli, 30 seconds, 15:05; 6, A. Hobson, 30 seconds, 16:30; 7, J. T. Bailey, 45 seconds, 16:30.

Ziegler has won the gold time medal three times and it is now his property.

The club will institute another series of road races, in which a great deal of interest has been taken over the coast, as some of the best men were entered and records always expected.

#### **Australian Wheelmen Organize.**

MELBOURNE, AUSTRALIA, June 30.—The formation of a new body to govern the sport and to look after the pastime, which is proposed to be called "The League of Victorian Wheelmen," is what is engaging the attention of all cyclists at the present moment. The great majority of wheelmen seem in favor of it, and the several preliminary meetings held in connection therewith have all been very enthusiastic over the matter. The one thing that bothers them is the "social" member. It is almost decided that he shall not have a seat in council or committee, but it is also suggested on some sides that he shall have no vote at all. It appears that the Melbourne Bicycle Club has a membership of somewhere about 160, and that its actual cycling members number about thirty, leaving the rest to be accounted for as social members. Now it is thought that these latter members, not having any personal interest in cycling, would wield a big sway by voting for anything that the cyclists of that club should propose, maybe, to suit themselves (the cyclists), but which may not be beneficial to cyclists generally, and of course the socialists wouldn't mind that.



IN THE GRAND STANDS, AUGUST 12.

#### **BOSTON JOTTINGS.**

BOSTON, MASS., August 13.—This week has been a dull one among the lovers of cycling, so far as anything beyond the ordinary daily routine goes. All eyes have been focused upon Chicago and the great international races. The friends of the eastern flyers who have acquitted themselves so well there have gone fairly wild with enthusiasm. Gary's work created a feeling of pride among his friends and when he gets back to the Hub he can own the town.

The same can fairly be said of Jimmie Clark, whose work at Chicago and other western races more than met most sanguine expectations. The Press C. C. is proud of its western representatives and will hail their return home with delight.

Miss Margaret Kirkwood is the best-known woman rider in the east, and her fame has spread all over the country as a long-distance rider. Last week Saturday she rode from Boston to Hampton, N. H., making her twelfth century run in her riding career and her fourth one this year. Her riding time was 9:05:00. She wears a contrivance for holding her skirts to the ankles which is not generally known. It is made of black elastic a quarter of an inch wide and fourteen inches long, doubled and sewn together from the ends to about half its length. A space is left near the end to slip over a button on the inside hem, just where the dress naturally falls. The loop is stretched over the instep and there is no fear of floating drapery while wearing this.

Horace R. Vance, a well-known resident of Newton, met with a serious accident the other day which may result in his death. He was riding his bicycle along Beacon street, that city, and his front wheel struck a large stone that in some way had been left in the street. The force was so great that the wheel turned and struck a tree, throwing Mr. Vance. His head struck the sidewalk. Besides a broken arm and several bad cuts on his head, he is internally injured.

Well, well, people who will ride bicycles must expect all sorts of accidents.

A hill climb took place last Saturday on the Heidelberg hill—a stiffish rise of about three-quarters of a mile. The entry was very limited, only twelve names figuring on the list; the acceptors, however, could muster no more than nine. The winner turned up in A. Turner,—a trade man,—who had the opportunity of fixing up a machine for the purpose. He used a forty-eight-inch gear with seven-inch cranks.

There has been some change in the matter of gears for the pneumatic machine lately. For myself, I have used a sixty-four and sixty-six inch gear for eighteen months continuously, and found it was undermining my strength and so have made a big drop by adding another cog to back wheel, making a fifty-seven-inch gear—but oh, what a relief. DINGO.

#### **Planning for a Big Meet.**

The Duluth (Minn.) Cycle Club will hold a race meet Labor Day and run off three short-distance road races, including a half-mile open in heats, a mile handicap for club members, and a mile team race, in which Superior, Wis., enters four men and Duluth the same number. The prize in this event is a very handsome challenge cup. Duluth has what is probably, with the exception of Belle Isle at Detroit, the finest road in America for road racing—seven miles of magnificent macadam on the lake shore. For two years past the club has held a ten-mile road race on Decoration Day, but up to this time the event has been a local one. Plans are already being made for securing the entries of fast men from other cities and obtaining a prize list large enough to make this one of the principal road events of the coming year. A lantern parade will also be held on Labor Day.

#### **Racing Editor no More.**

R. J. Mecredy has announced that he has permanently retired from the path. Mecredy has been racing for more than half a score of years with varying success. He was first to boom the pneumatic tire, and his mile in 2:20 4-5 was considered something marvelous when he made it some three years ago. The Irishman says that he will probably race on the road more or less in future.



## THE WORLD'S FAIR RAG SHOP.

"Coming to hash, Davis?" "Oh, don't bother me. Can't you see I'm busy? I've sold nineteen wheels this morning," replied the Raleigh Co.'s representative as he calmly puffed away at his cheroot and added up next week's expense account. Nevertheless, he quickly closed up his books, and donning his coat and hat joined the rest of the "push" from cycle gallery, who were on their way to dinner.

Let us join this happy band of pilgrims and wander with them for a few moments to a pleasant, cool, sequestered "joint" on Stony Island avenue, in common parlance called "The Dutchman's." Do not conjure up before your eyes visions of marble floors covered with inlaid tables on which are served delicious savory soups and large juicy steaks. On the contrary, the dining hall is nothing more or less than a capacious tent, which was at one time used for holding Salvation Army meetings. The floor consists of pine boards and the tables are hand-made from the same material. In this festal hall every day at 1 o'clock, "Pop" Field musters his proteges, usually about twelve in number, for the midday meal. Of course he always opens with grace, but before he gets half through the first verse, a deep bass voice with an Imperial ring calls out, "One bottle of that amber fluid right away, George." "Pop" gently chides the disturber of the peace, and resumes. For a moment there is perfect quiet, and then from a dark bunch of whisperers down at the other end of the table the following hoarse whisper emanates, "George, order a Case right away. Bring me two bottles at once and put the

intense astonishment he broke the three, four, five, and six mile records, an unlooked-for event that, he assured us afterward, so took his breath away that for a short time he could not ride with excitement, and so lost his lap. He has now indulged in a trainer, and means to race seriously, which will be a novel departure on his part, for he is a sad boy to stick to any training. He is a first-claim member of the Anerley B. C., and wins their path championship every year with laudable regularity; he also owns allegiance to the London County. Every day he grows more like his brother, the great F. J. O., particularly when on his machine; the same long well-made body, arching over from saddle to handle-bar, the same easy action, the same white, serious face. If he would only train and look after himself as his brother once did, he might still add yet greater honors to the world-famed name of Osmond.

### How to Take Care of a Bicycle.

There is such a thing as over zeal in the care of a bicycle. Too much doctoring is liable to spoil a good machine precisely as it will spoil a good dog. A neat person naturally wants his wheel to be without spot or blemish, but it does not pay to be finicky in keeping it clean. Some riders are continually taking apart and cleaning their bearings. This is very bad. Others are all the time using strips of cloth to saw back and forth about the bearing parts to remove all traces of dust from the polished surfaces. This is worse yet. Dust which accumulates and adheres to the oil exuding from the bearing-boxes forms an excellent protection to the actual bearings, and



Smith. Bode. Munger. Bliss. Zimmerman. Meintjes. Hyslop. Knisley. Johnson.

### THE INTERNATIONAL MEET—START OF THE TEN-KILOMETER CHAMPIONSHIP OF THE WORLD, AUGUST 11.

rest on ice. And look here, George, don't let the Premier (meaning "Pop") get onto it or I'll whistle for beer tomorrow." "Pop's" voice quavers a little and a look of pained surprise comes over his face, but he bravely proceeds.

To create a little diversion a Raleigh-king, handsome man—commences to tell a little story. Poor Home Trainer is his victim, and knowing full well his friend's weakness, he orders in a bottle of claret wherewith to while away the weary hours. A stout, good-natured looking boy,—who has now become exasperated at all these little asides,—jumping to his feet roars out, "I've Ben Hur before but I never saw anything quite as bad as this yet. Choke off that blessing, 'Pop'; and you, Davis, finish that story next winter when you have more time. Look here, George, bring us twelve soups—quick as a western cyclone. See!"

### The New Hour Record Holder.

Began too early and went it too hard, that is what has been the matter with Ernest Osmond, says *Cycling*. He is still but a youth, with all the world before him, and yet, years ago, he was getting up on his big ordinary in race after race, winning in the best company, and pulling himself to pieces. The result might have been foreseen. He went right off, lost interest in racing, almost in cycling, and was, to all appearance, one more recruit to the sad army of might-have-beens. But the rest was doing him good, and, in his old happy hunting ground, the fen country, some successes this season reminded him that he was the brother of one of the best riders that ever breathed, and that he might do something yet. In the Brixton ten miles he had another reminder that he came of a speedy stock, and to his

very dirty gummed-up boxes are usually practically dust-proof. A daily scrubbing forces more or less dust and grit into the boxes and causes wear. A bicycle should never be taken apart needlessly. Superfluous adjustment shortens its life. We know riders who are constantly raising or lowering handle-bars, shifting saddles, loosening and setting nuts, and tinkering, polishing, and rubbing continually. Their wheels always get rickety prematurely, and they suppose it is for lack of care instead of too much of it. Adjustments should be set right at the beginning of the season, and afterward let alone, except for an occasional looking over to see that everything is tight. Bearings should be properly oiled, but do not need taking apart more than once or twice a season. A well-made wheel that is treated in this way will live out its allotted days and serve its rider well.—*American Cyclist*.

### They Dote on Sanger.

It seldom falls to the lot of any man to be as popular in his own home as Sanger is in Milwaukee. So much do the people there think of him, indeed, that when the great Zimmerman made his first appearance in that city, the number of people that came to see him was not a quarter that which greeted Sanger on his return home from England. The reception that they gave the champion was very chilly indeed, and the action of the crowd was at times a disgrace to the city.

A New York rider was attacked by a dog the other evening. The animal grabbed hold of the rear tire and punctured it; then dog and wheel came down in a heap.





THE WHITE DUCKS



THE MARKERS AS RAINMAKERS



AT THE TROCADERO



BLISS AND MEINTJES IN THEIR WALTZ



LUMSDEN'S RECORD SAFE AND HE REJOICES

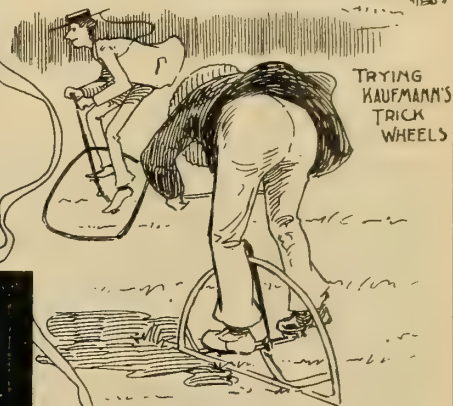


ICE CREAM FOR THE OFFICIALS

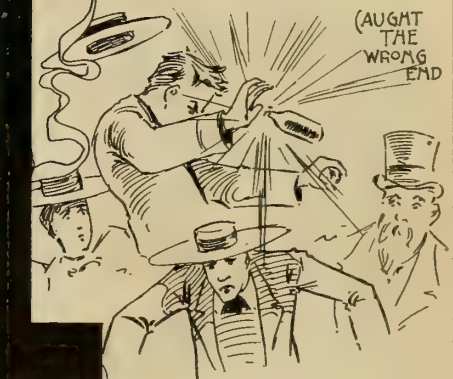


HAVE THEY REALLY GONE?

CHAS A FOX



TRYING HAUFMANN'S TRICK WHEELS



CAUGHT THE WRONG END



DISTRIBUTING PEANUTS



(CAPTAIN ROOT AND THE 400?)

THE 'DARK SECRET' HAS A WALK-OVER



## NOTES FROM THE CIRCUIT.

Nearly all the cracks now in Wisconsin will ride at Milwaukee next Monday.

Sid Black will do the trick riding at Minneapolis, Indianapolis, Cleveland, Cincinnati, and Columbus.

Bert Myers is once more on the racing path, and is at present pot-hunting in southern Illinois.

Per From, editor of *Hjulsport*, a Swedish cycling paper, was an interested spectator at the races last week.

Nicodemi, the French cyclist, has won the championship of the Rhine for 100 kilometers, beating Chatel and some good German racers.

Agar, the Spanish champion, is training on the Paris track. He has a fine action, but is not strong enough to compete with the French cyclists.

When Sanger telegraphed his entry to Ripon, Wis., he was notified to fill out and send his entry blank or he could not ride. "And this to me," he said.

*Le Velo* interviewed the great writer Zola, who prophesies that cycling will be as extended in the future as railways and vehicles. He believes the use of the machine is healthful and claims those who think otherwise are behind the times.

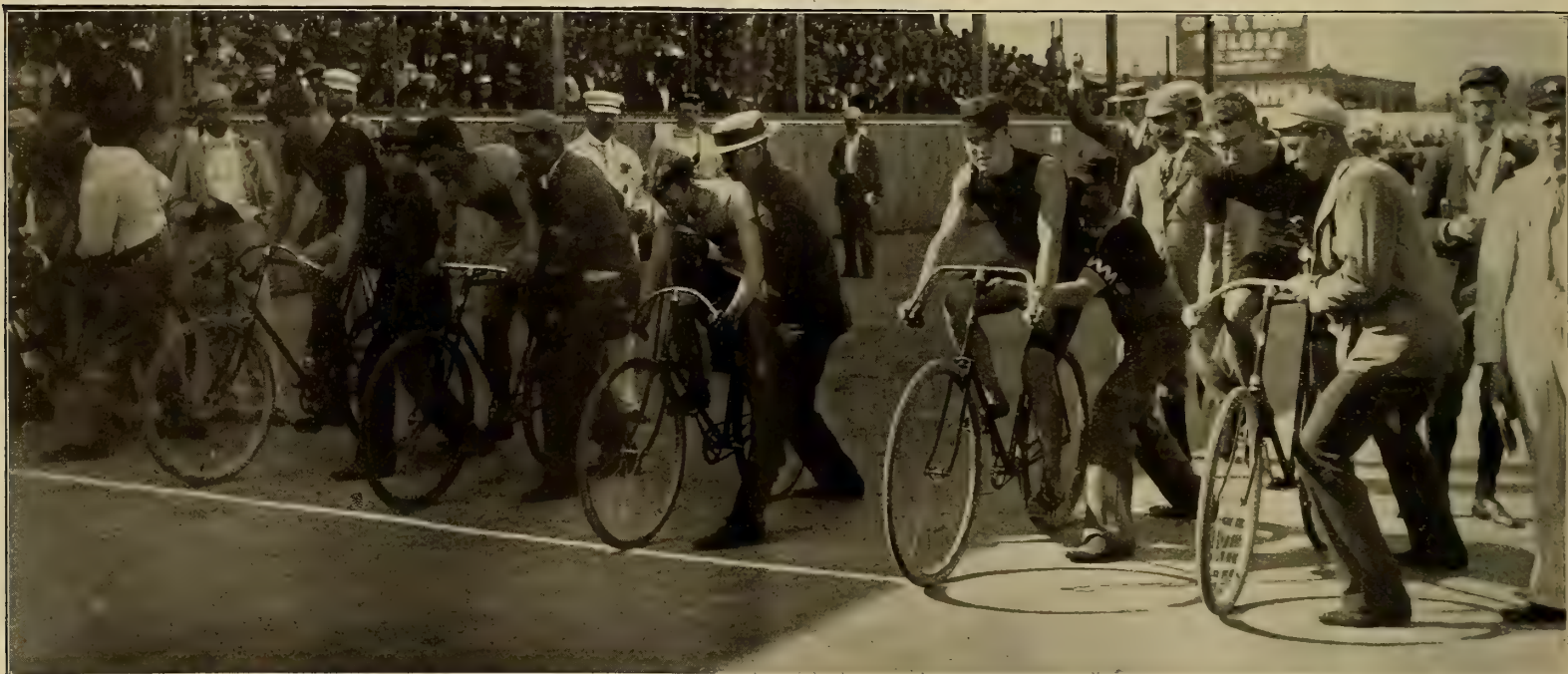
Githens won a first, a second, and a third; Taylor a second, and Dirnberger a second the second day at Milwaukee—five prizes in five races—and all on one wheel, a Rambler. Taylor was trying the wheel, which he declares one of the finest he ever mounted.

Schroeder knew the temper of a Milwaukee crowd and catered to it. Zimmerman, Taylor, and the other cracks were present and could not be crossed out of the entry list. They did not start and the crowd derided them roundly, howling for them until the pistol shot.

W. C. Sanger was a spectator both days at Milwaukee, and he said he was so much improved he should at once get into shape for the Telegram Club tournament next Monday, when he would make the attempt to ride, if his father was better. Mr. Sanger, Sr., was taken with a second paralytic stroke last Friday evening, on coming in from a drive behind his 2:30 horse. He claimed the horse had given him a hard tussle and fell. His recovery was more rapid than had been expected. Walter's injuries, depreciation in mining stocks, and the excitement in financial circles were largely responsible.

As Zimmerman appeared on the track at Milwaukee Monday, probably a score of people yelled, "Here's Zimmerman!" While as many more gave a very faint "hurrah." Jimmy looked coolly around and remarked to bystanders, in a modest way "Well, I do get a reception, don't I?" The Milwaukee crowd can see only Sanger in the racing field and is so bound up in admiration for him, it can see no true worth elsewhere. Should Zimmerman appear at Milwaukee next Monday and Sanger beat him in as pretty a race as ever was run, the Milwaukee lad would be torn asunder by a crazy mob, while Zimmerman would receive only jeers. The Milwaukee populace is of a funny temper.

When the racing men arrived in Milwaukee Sunday night, they were at once taken in hand by a delegation of the Milwaukee Wheelmen and taken



THE INTERNATIONAL MEET—START OF THE ONE-MILE WORLD'S CHAMPIONSHIP, AUGUST 12.

J. S. Johnson and W. A. Rhodes are training at Minneapolis for the races there. They tried the new Minnehaha track last Wednesday and claim that it is very fast. Johnson is said to have done three miles on it in 7:28, Rhodes being a second and a half back of him.

It is proposed to establish a team-race championship in the Southern California division, teams to consist of six men each, to contest for a \$250 challenge cup in a twenty-five-mile race, the winning team to hold the trophy for a year, when it would again be open to challenge.

On Labor Day the fast men will be scattered far and wide. As at present laid out, Zimmerman, Bliss, and Johnson will be at Columbus; Tuttle and probably Rhodes at Syracuse; Tyler and Windle at Hartford, and Taylor at Waltham. Taylor will go to Hartford the second day and Githens will be there for the second day any way, and probably both days.

Dirnberger—curly-headed Mike—and little "Pinky" Bliss are two men of medium stature who are on the boards to beat the mighty Zimmerman. Both gave him a good race at Milwaukee, with apparently sprint enough up their sleeve to beat him. But it was Zimmerman and they had not the nerve to tackle him or to try to pass. Had Zimmerman been disguised and under another name, the result might have been different.

Many of the racing men are preparing to go south in October for the proposed southern circuit. Zimmerman says that he will go sure; Taylor says that if he can get away from the Dental School he will go; and Johnson, Rhodes, and Tuttle can be depended on. Quite a party will be formed to leave New York early in the second week of October. The circuit embraces the main cities in Alabama, Georgia, South Carolina, and Florida.

At Milwaukee Chairman Schroeder, of the Milwaukee Wheelmen racing board, crossed every man off the score card who was not present. Chairman

in carriages to Whitefish Bay, where empty stomachs were filled full of delicately cooked whitefish, fresh from the bay, washed down with delicious coffee. The drive up the lake shore, with its beautiful view of the two bays, was enjoyed by all; but the chill wind from off the lakes cut to the marrow the eastern men, who were unaccustomed to it. Zimmerman, Taylor, Crooks, Hoyland Smith, and a dozen more were in the party.

Cyclists in Milwaukee are laughing merrily at the manner in which the Telegram Club's plans fell through after the recent race meet. "The best laid plans of mice and men oft gang aglee," and so it was with the Telegram's. The club obtained a handsome piano for a prize. It was put up in the mile handicap at the outset. But they were not quite sure Sanger would win in that race and they did "so need a piano for the club rooms." So it was changed to the mile open, Sanger being the best man in that contest. The expected man won. He had promised his first piano to his sister and he kept his promise. His club still have no piano and they seldom explain why.

### Kansas City Wants You.

The Missouri delegation diligently boomed their race meet last week and very few of the racing men escaped without promising to visit Kansas City September 1 and 2 and participate in the races there. They offered a tempting prize list and the following list of events: First day.—One-mile novice, half-mile open, one-mile 3:00 class, half-mile handicap, one-mile handicap, two-mile handicap. Second day.—Half-mile 1:20 class, quarter-mile open, mile handicap, one-mile open, two-mile team race, and three-mile handicap.

Two Chinamen in Los Angeles, Cal., have purchased bicycles and are already expert riders.

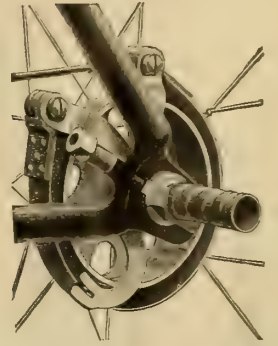


# We are not all "Scorchers"

Some of us indulge in the luxuries of mud-guards and brakes—particularly brakes. For ladies, of course, these are a necessity, and it's a pity that spoon brakes are so hard on pneumatic tires when so many bicycles have no other kind. In fact, all bicycles that have brakes have the spoon variety, with one exception, Columbias. They always have some things a little better than other machines, and one of our 1893 improvements is a band brake applied to the hub of the rear wheel, which works to perfection. We publish a little cut of it to show you

## THE COLUMBIA BAND BRAKE

IT HOLDS  
ON ANY GRADE



Have you tried the Elliptical Sprocket, which is attached to our '93 wheels? It's a great hill climber—has power in it—just where you want it. Most wheelmen like it—a few don't. You can take your choice—Elliptical or Round on a Columbia, it makes no difference to us.

how it is attached. It is entirely out of the way, light, and neat in appearance, positive in action, never gets out of order, and best of all, it saves your tires—makes them wear twice as long. This is one of the little but important things about Columbias that helps to make the whole machine the best.

## POPE MFG. CO.

BOSTON.  
CHICAGO.

NEW YORK.  
HARTFORD.

MENTION THE BEARINGS

—❖❖ Our New Tire ❖❖—

# The Wizard

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

AMONG the tires we offer for general sale is our new tire, to be known as

THE "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

## Hartford Rubber Works Company, Hartford, Conn.

MENTION THE BEARINGS



**Well! Well! Well!**

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**At the International Race Meet  
MORE PRIZES WERE WON**

...ON...

# THE FOWLER

Than any other Wheel, and we didn't have to get a "band of hired men" to do it either.

**We Give You a Pointer on One Thing!**

When the Hill Cycle Mfg. Co. finds it necessary to get "hired men" to "push a pedal," it will get only champions. Nothing but the "best" for us.

## A Correction...

Last week we said that the only FOWLER wheel at the Cortland (N. Y.) Meet won four firsts. We just learn that it won seven firsts, instead (all the races it was in).

## Who can Equal It?

Seven firsts in one day on one wheel at Cortland, New York.  
Five firsts, one second, one third, in one day on one wheel at Sedalia, Mo.

**THE FOWLER IS A WINNER, DON'T YOU THINK?**

AGENTS

Write us. You will  
want a Fowler  
next year.

**HILL CYCLE MFG. CO.,**

142-44-46-48 W. Washington St.,

**CHICAGO.**

MENTION THE BEARINGS



## AMERICAN RECORDS TO DATE.

## Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:27*	A. A. Zimmerman	Chicago, Aug. 11, 1893
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile flying start	:30†	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/2-mile standing start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 6, 1892
3/4-mile flying start	1:41 1-5*	George F. Taylor	Springfield, Sept. 15, 1892
3/4-mile standing start	2:15 2-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile flying start	2:11 2-5†	H. C. Tyler	Chicago, Aug. 8, 1893
1-mile standing start	2:09 4-5†	W. C. Sanger	Milwaukee, July 29, 1893
2-mile standing start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:47 2-5†	John S. Johnson	Fittsburg, June 24, 1893
3-mile standing start	7:38 3-5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31†	Frank Waller	Indianapolis, July 5, 1893
4-mile standing start	10:13 1-5*	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1-5*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3-5*	A. E. Lumsden	Evansville, Oct. 6, 1892
6-mile standing start	15:15 4-5*	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	17:43 3-5*	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 4-5*	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile standing start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile standing start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

## Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:27†	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile flying start	:30 *	A. A. Zimmerman	Patterson, N. J. July 4, 1893
1/2-mile standing start	:57 4-5*	W. W. Windle	Springfield, Oct. 8, 1892
3/4-mile flying start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 8, 1892
3/4-mile standing start	1:30 4-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile flying start	1:34†	W. W. Windle	Springfield, Oct. 8, 1892
1-mile standing start	2:02 3-5*	W. W. Windle	Springfield, Oct. 7, 1892
2-mile standing start	2:05 2-5*	W. W. Windle	Springfield, Oct. 8, 1892
3-mile standing start	4:28 3-5*	W. W. Windle	Springfield, Sept. 30, 1892
4-mile standing start	7:04 3-5*	W. W. Windle	Springfield, Sept. 29, 1892
5-mile standing start	9:26 3-5*	W. W. Windle	Springfield, Sept. 29, 1892
6-mile standing start	11:41	W. W. Windle	Hartford, July 5, 1892
7-mile standing start	15:11 1-5*	Hoyland Smith	Chicago, Aug. 12, 1893
8-mile standing start	17:43 3-5*	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	20:24 4-5*	J. W. Linneman	Chicago, Aug. 12, 1893
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50-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

## Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
30 miles	2:33:30	J. W. Linneman	Newark, July 15, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.

## WALTHAM'S DIAMOND TOURNAMENT.

The Waltham Cycle Club will do herself proud on Monday, September 4, by giving a bona fide diamond tournament. The prizes are all diamonds, a refreshing departure from the time-honored "high-grade bicycle, first; kodak, second; foot-pump, third." The programme is to be commended, also, for its brevity. In spite of the fact that it contains only six events, the prize list proper amounts to \$1,265, and special prizes are offered to the extent of more than \$1,000 additional—nearly \$2,500 for six races. Not at all bad. Racing men who miss this meet will miss a great deal, and it is safe to say that few of them will miss it. Accordingly it will be a great meet for the spectators. The following is the list of events and prizes:

Third-mile handicap.—First prize, \$100 diamond; second, \$60 diamond; third, \$40 diamond.

One-mile 2:30 class.—First prize, \$100 diamond; second, \$50 diamond; third, \$25 diamond.

One-mile invitation.—First prize, \$150 diamond; second, \$100 diamond; third, \$50 diamond.

One-mile handicap, Waltham riders.—First prize, \$75 diamond; second, \$50 diamond; third, \$25 diamond.

Third-mile open.—First prize, \$100 diamond; second, \$50 diamond; third, \$25 diamond.

One-mile handicap.—First prize, \$100 diamond; second, \$75 diamond; third, \$50 diamond; fourth, \$25 diamond; fifth, \$15 diamond.

Special diamond prizes will be given as follows:

A \$50 diamond will be given to the rider leading at first third in the one-mile invitation race. A \$50 diamond will be given to the rider leading at second third in one-mile invitation race. A \$100 diamond will be given for the fastest mile of the day in the above races. A \$150 diamond will be given to the rider making a quarter mile world record, flying start. A \$150 diamond will be given if the world record for one mile in competition is beaten. A \$150 diamond for a world record for one mile with pacemakers—each pacemaker to receive a \$50 diamond if the record is broken. A \$150 diamond for world record for one-half mile with pacemakers—each pacemaker to receive a \$50 diamond if the record is broken.

The entrance fee is \$1 per man for each event and entries close August 28 at 12 p. m. Entries should be addressed to F. E. Swan, 4 Crescent Street, Waltham.—[Advt.]

## FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed.

We have entry blanks for all races marked with a star, and will forward to racing men such as may be requested, on receipt of postage.

## AUGUST.

- 17-18—First meet of Mexico C. C., Mexico, Mo.  
19—Centaur Road Club's meet, Portsmouth, N. H.  
19—International circuit meet, Minneapolis.  
20—Midsummer tournament of St. Louis Bicycle Association.  
21—\*Mercury and Telegram C. C. meet. Address Hal. Coleman, Milwaukee, Wis.  
24—International circuit meet, Zig Zag C. C., Indianapolis.  
24—Skowhegan (Me.) Wheel Club's meet.  
25—Troy, N. Y., B. C. race meet.  
26—International circuit meet, Century C. C., Cincinnati.  
26—Quaker City W. annual meet, Philadelphia.  
26—Riverside A. C. meet, Waverly, N. J.  
26—Muncie (Ind.) C. C. race meet.  
26—Westfield, N. Y., race meet.  
26—Lakeside Wheelmen's meet, Westfield, N. Y.  
26—Montreal Bi. Club's Meet. Address David J. Watson, Box 958, Montreal, Canada.  
28—Jacksonville, Fla., race meet.  
29—Batavia, N. Y., race meet.  
30—Monadnock C. C. race meet, Keene, N. H.  
30—International circuit meet, Cleveland, O.

## SEPTEMBER.

- 1—Norristown (Pa.) Wheelmen's meet.  
1—Races at County Fair, Decatur, Ill.  
1-2—\*Kansas City Cyclists' meet. Address E. P. Hall, 20 W. Missouri St., Kansas City, Mo.  
1-2—\*Crescent Bi. C. meet. Address O. Aschard, Saginaw, Mich.  
2—Crescent C. C., Birmingham, Conn., international circuit meet.  
2—Norristown (Pa.) Wheelmen race meet.  
2—Malden B. C. race meet, Waltham, Mass.  
2—\*Berkshire Co. Wheelmen's meet. Address F. M. Miller, Pittsfield, Mass.  
2—Crescent C. C. race meet, international circuit, Birmingham, Ct.  
3-4—Poughkeepsie (N. Y.) B. C. races.  
4—Union Co. Roadsters race meet. Address A. H. Chamberlain, Box 55, Rahway, N. J.  
4—Rutherford (N. J.) Wheelmen's race meet.  
4—Canton (O.) B. C. race meet.  
4—Muscatine, Ia., race meet.

## OCTOBER.

- 17-18—Savannah (Ga.) Wheelmen fall tournament.

## September---Continued.

- 4—Bergen Point (N. J.) A. C. open cycle races.  
4—Waltham Cycle Club's tournament. Address F. E. Swan, 4 Crescent St. Waltham, Mass.  
4—\*Diamond Wheelmen meet. Address C. M. Hobart, 713 Gd. River Av., Detroit, Mich.  
4-5—Bay City (Mich.) B. C. race meet.  
4-5—Hartford Wheel Club's tournament, Charter Oak Park.  
4-5—Eighth annual race meet, Syracuse Athletic Association, Syracuse, N. Y.  
4-5—Diamond Cycling Tournament of Columbus (O.) C. C.  
6—\*Springfield Wheelmen Meet. Address Leroy Herron, Springfield, O.  
7—Lynn (Mass.) Cycling Association meet.  
9—Boston Associated Cycling Clubs' meet.  
9—Garden City Cyclers' meet, San Jose.  
9—Second annual meet of Riverside Wheelmen, Riverside, Cal.  
12-14—Grand Forks, N. Dak., race meet.  
13-14—Annual meet of S. Bi. C., Springfield, Mass.  
14-16—Chicago A. A. U. championships.  
15—Hudson (N. Y.) B. C. race meet.  
14-15—\*Worcester East Fair, Clinton, Mass.  
16—International meet, Metropolitan A. C. C., New York.  
19-20-21-22—Chenango County Agricultural Society's meet, Norwich, N. Y.  
20—Glens Falls, N. Y., race meet.  
20-21—Baltimore (Md.) B. C. meet.  
22—Columbia B. C. race meet, N. Attleboro, Mass.  
23—Mercury Wheel Club race meet, Flushing, L. I.  
23—Philadelphia A. C. C. international race meet.  
23—Philadelphia Associated C. C.'s meet.  
23—Mercury Wheel Club's first annual tournament, Flushing, N. Y.  
25—Special meeting National Assembly, Buffalo.  
26-27-28—Interstate Fair Association meet, Trenton, N. J.  
27—Penn Wheelmen international meet. Address F. B. Shalters, secretary. Reading, Pa.  
30—K. C. W. race meet, Brooklyn.

## SEPTEMBER 20 AND 21.

Maryland Bi. Club's International Race Meet  
\$3,500 IN PRIZES.

Entries close Sept. 13.

P. W. PITT, 302 N. Eutaw St., Baltimore.

## INTERNATIONAL EVENTS will be run at the

## Tenth Annual

## Meet of the Hartford Wheel Club,

## CHARTER OAK PARK,

## September 4 and 5, 1893.

KAUFMANN in his latest specialties and the positive appearance of the fastest men in the world will make this THE most attractive meeting in the Grand Circuit. For Entry Blanks apply to F. F. BISHOP, Box 20, Hartford, Ct.

## Zimmerman on Training

The most comprehensive book on training and cycling  
generally ever published.

The man who wants to train, the man who wants to tour, the man who wants points on care of machine, the man who wants general and valuable information, send to

A. A. ZIMMERMAN, = = Freehold, N. J.

Price, 50 cents. Bound handsomely in red cloth.

Every wheelman—not only racing men, but wheelmen generally—should have a copy. Send soon, as the edition is limited.





Editor "Bearings": At the Tourist Wheelmen's Tournament here July 22, I won fourth place in the novice race, the prize being one year's subscription to "Bearings." I have been a continuous reader of "Bearings" for the past three years, and I feel very blue when I miss a copy. I wish to say that the fourth prize in the novice ("Bearings") was the best prize of the four, and I recognized the fact the moment I saw a programme. I am one of "Bearings'" thousands of admirers.  
Omaha, Neb., August 8. Robt. S. Allen, 4222 Cass Street.

### HE HAS UNDERTAKEN A LARGE JOB.

A. Speidel, of Zurich, whether from hope of profit or to benefit cycling mankind we are not informed, feels called on to get up a catalogue of the cycle goods of the world. He thinks—but we can not tell half as graphically what he thinks as he himself does in his circular, which reads as follows:

The always increasing advertisements and the crowd of novelties, make it quite impossible to see clear in the cycle trade without a serious guidebook. It is true, various authors already, with a praiseworthy intention have tried to show cyclers and agents the names of the different makers (!) of the world or how the different articles are called in other languages. But no one really learned how generally the cyclist may find what he wants. How many often can you observe that the agent does not know himself, what the customer wants from him, and as he likes not to show himself inexperienced, he states prices which to his disappointment can not be maintained without a loss, or which frighten away the customer. How funny also is the situation of a cyclist who can not discover the article which twinkled him from the machine of a tourist crossed on the road or whom you offer fifty different patterns, one better as the other, and fitted with the latest improvements which the astonished cyclist hardly knows by name, but in no way by appreciation.

In order to make disappear such a dilemma I now create a kind of comparative general pricelist, which in an impartial and trustworthy way shall show all the different articles employed in and with the cycle; their retail price, accompanied by a short description and illustration if possible. Afterward it shall indicate at every article its net weight, the most interesting explanations and dates, and above all the place where to buy each. It will contain an index of all the makers by name, with reference to pages where their articles are described, the reproduction of their trademark, and the full list of their general agents.

The book is entirely written in English, German, and French and gives a complete cypher code for correspondence by telegrams. This latter disposition already enables an agent to save his expenses for the book in three telegrams as in order to facilitate propagation of the book I hope to reduce sale price to 2s 6d, bound and free delivered, although I may already rely upon over 300 pages text with about 1,000 illustrations.

We fear the gentleman has undertaken a very large contract.

### Diving for Bicycles.

The tribulations of the Lynn Cycle Co. were not without their ludicrous side. Manager R. F. Cook, his assistant, George L. Cain, his clerk, Fred Snow, and a gentleman named McDonald were sitting in the office of the company's new quarters when they heard the sound of rushing water. They hurried downstairs, where between thirty and forty cycles and a large quantity of sundries were stored, and the water was about an inch deep on the floor. They went back to take off their shoes, and when they returned, not over three minutes later, the water was four feet deep. Then they stripped in earnest, down to their undershirts, and plunged in, fishing out cycles as fast as they could feel for them under the water, for they all were covered. By dint of hard work they got them all out, damaged but not ruined. Much of the sundries is a loss.—Lynn (Mass.) Press.

### Mr. Snell's Samples.

Samuel Snell, of the Snell Cycle Fitting Co., of Toledo, was at the meet showing a fine line of samples. He has a frame that weighs thirteen pounds, with handle-bars, seat-post, cranks, sprocket-wheel, and forks on. The sprocket is easily put on or taken off by a neat arrangement that also makes the bearing dust-proof and narrows the tread by three-fourths of an inch. The lamp bracket is adjustable and the chain adjuster is novel. The pedals have the bearings on the outside and weigh thirteen ounces to the pair for roadster pedals. He has racing pedals that weigh ten ounces to the pair. His patent hub allows the gear to be changed easily. His Pom Thumb lamps are going well, 5,000 of them having been sold this season.

### Derby Cycle Co. Fail.

The Derby Cycle Co. made a voluntary assignment last week. George W. Banghart is named as assignee. Liabilities \$30,000 and assets the same.

### One Firm Goes out of Business.

The dull season in Chicago and the prospects of a poor winter caused the F. L. Douglas Cycle Co. to close their down-town store. Most of the stock had been disposed of prior to the evacuation last Tuesday, the remainder being removed to the Jackson Park branch. This latter store will be run for a few months under the management of Frank Riggs and will then shut up. Mr. Douglas has not made any other business arrangements and may reopen in the spring.

### The League Chainless Safety.

A. W. Warren, of Hartford, exhibited at the L. A. W. meet at Chicago the League chainless safety. In the League safety, as most of THE BEARINGS readers already know, the power is transmitted by means of four beveled gear wheels. The sample shown was an easy-running wheel and when made lighter should be speedy and do away with all the disadvantages of chain wheels. The gearing is protected from dirt and dust by a neat aluminum case.

### Tidd Loses a Wheel.

There was but one wheel stolen during the week and a racing man was the one to suffer. R. M. Tidd, of St. Louis, had left his Premier racer in the repair shop and the repair man forgot to lock the door. When Tidd looked for the wheel it had disappeared.

### Sperry Cycle Co. in Trouble.

Several attachments were filed against the Sperry Cycle Co., at Denver, last week. The C. F. Stokes Mfg. Co. claim \$168 on a book account, the Hill Cycle Mfg. Co. want \$3,000 balance due under a contract, and a number of other claims are filed.

### Read About the Landslide.

The Palmer tire people were jubilant over the success of their tires in the recent international races and other races, at home and abroad. Their tires have been very generally adopted by English racing men, and are proving all that could be desired. Their "landslide" advertisement this week will well repay reading.

### A New Saddle.

The Rich & Sager Co., of Rochester, were represented at the meet by M. Hirschfield, S. H. Sager, and C. J. Iven. They had on exhibition among other novelties a new racing saddle. It is small, and although with but a square steel rod for springs, is about the most comfortable saddle the writer has ever sat upon.

### F. J. O. Has not Slept.

F. J. Osmond has not been idle while in Chicago, with the result that his Whitworth safeties were very distinctly in it at the international meet.

The Columbian Bicycle Livery has removed its machines from W. A. Fletcher's, 43 East Van Buren street, Chicago, and will hereafter be located at Fifty-seventh street and Madison avenue. Cycle renting down town doesn't pay.

Will S. Gilmore, manager of the Chicago branch of the Marble Cycle Mfg. Co., is about to join the advertising staff of the Chicago Inter Ocean. He will have charge of the bicycle advertising.

A. H. Perrigo, of Omaha, Neb., sold two Sterlings Saturday to two young men who were forced to decide between new wheels or the World's Fair, and chose the wheels and stayed home.

An English concern is making pumps, cranks, and stampings of silvinit, a metal somewhat similar to aluminum. It is said to be much stronger than the latter metal and to have more life.

S. F. Edge and another English rider will try to make a half-mile in :47 on a tandem. They will start at the top of a long hill, and endeavor to lower the record.

The Palmer tire has created a great stir in England and all of the papers there speak highly of it. Mr. Palmer asks \$250,000 for the English rights.

H. A. Lozier & Co. have withdrawn their exhibit from competition at the World's Fair.

W. Montague Perrett is in Chicago showing samples of the '94 Solid Comfort saddles.

**Moving South.**—Convenient markets, good soil, pure water, and excellent climate are advantages to be considered when looking up a home, business location, farm, etc. Maryland and the Virginias afford these, with many more advantages. Improved farm lands, adapted to stock raising, dairying, grain, grass, and fruit-growing, can be obtained at low prices and upon easy terms. Thriving towns invite the merchant, mechanic, and business man. Abundance of coal, timber, ore, water-power, etc. Free sites for manufacturers.

For further information, address M. V. Richards, Land and Immigration Agent, B. & O. R. R., Baltimore, Md.—[Advt.]



# THE BEARINGS

Vol VIII  
No 4

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, AUGUST 25, 1893.

## SANGER IS EXPELLED.

**The Telegram C. C. Drops Him at its Meeting—His Ingratitude—Inside Facts about the European Trip.**

MILWAUKEE, WIS., August 22.—Walter Sanger is very likely to be in the cash prize league within a fortnight—not from choice but because he can not help himself. He has broken his word to his club, disappointed the people of his home city, insulted the trainer who fitted him to do what he has done, and is now preparing, according to the best inside information, to enter the employ of an eastern wheel firm that is prepared to pay him more than \$100 a month, the salary he gets for riding the Sanger racer, made by the Sercombe-Bolte Mfg. Co. The fact that Parker Sercombe drew his personal check for \$1,500 and paid Sanger's expenses on the English trip after the boy's own father had refused to give him a cent, and the firm had likewise rejected a similar proposition, does not seem to have suggested to the great Milwaukee racer the propriety of treating Mr. Sercombe like a gentleman and a friend. Neither did it occur to Sanger that he was under any obligations to the club that brought out the governor, the mayor, and 20,000 citizens to welcome him home from England. The young man calmly accepted all this as his due and never said "thank you" to anybody. He capped the climax of his impudence when, after solemnly promising the club he would ride in its races, held yesterday, he refused to appear, saying he didn't care if 10,000 people were waiting for him.

Sanger was expelled from the Telegram Cycle Club at the meeting tonight on the grounds of conduct unbecoming a member. The feeling against him is very bitter. He has pretty nearly killed cycling in Milwaukee.

## MILWAUKEE'S POOR MEET.

MILWAUKEE, WIS., August 21.—After a person had seen how smoothly the tournaments at Chicago and Ripon were run, he became disgusted with the Telegram-Mercury Cycling Clubs' joint meet. And no wonder. First, the races were held on a miserable quarter-mile cinder track at Athletic Park, the corners of the track having but little banking, and the straight being just wide enough for two men to make a good finish without being crowded. Then the crowd was even worse. It howled for Sanger and Johnson, and seemed to consider them far superior to Taylor, Tyler, Windle, Bliss, and Dirnberger. The Milwaukee men who participated in the races all rode like novices, and even when hopelessly distanced kept plugging along in the rear, interfering with the back-mark men. The handicapping would have been excellent on a large track, but on one the size of that at Athletic Park it was almost impossible to make up the smallest allowance.

Sanger had promised the racing board that he would ride. He said that he would either get up in two races or ride an exhibition mile with pacemakers. On the strength of this it was extensively advertised that the Milwaukee wonder would ride, and some 3,000 people filled the grand stand and bleachers and waited for their hero to appear. Becoming tired of waiting, they began to call for Sanger, and the other cracks got a very poor reception. The committee in charge of the meet telephoned Sanger at Waukesha, but the English champion replied that he wouldn't come. Then there was a sore lot of people. Every one took a hand at roasting Sanger. "It's a shame," said a prominent Telegram C. C. member. "After our club has spent \$1,300 to send him to England and now to refuse to even appear after he promised us to. He will have less friends now than he had yesterday."

Johnson was also expected, but Johnnie was sore and he wouldn't come. He wrote from Minneapolis to the Mercury Club saying that he would ride if they would put him on scratch with Sanger. This was done, and then Johnnie's letter was published in a Milwaukee paper. He saw this, and abandoned the trip.

The races were tame and devoid of incident. The cracks could hardly be induced to ride and even when they did they were afraid to sprint for fear of falling. The two-mile lap race brought out Windle, Tyler, Warren, and Steele. The latter was used to the track and finished well up with the bunch at each lap; and once Steele beat them all out. Warren had enough at a mile and a half; Tyler won, Windle second, and Steele third. In the

half-mile open Taylor, Tyler, and Windle came out and it was a race between the three. Taylor got the jump just at the right time and by working hard beat Windle out by two feet, Tyler finishing a bad third. This is the sixth race won by Taylor this year, but they have all been from the cream of the racing men. He has any number of seconds and thirds.

Windle, Tyler, Dirnberger, and Bliss mounted for the international mile, upon which a time limit of 2:50 had been placed. The men did not loaf and set a merry pace. It was hard work to pass a man, and Bliss found out this to his sorrow when he tried to sprint on the last turn. He had to ride wide, and ran off the track; but thanks to the low banking it did not even throw him. Windle won rather easily from Tyler, Dirnberger third. Bliss and Dirnberger were virtual scratch men in the two-mile handicap and although they rode pluckily they could not catch any one and gave up at the end of the first mile. Peck and Steele also labored hard in the five-mile handicap, but could do no better than fourth and fifth. Wegner, from 550 yards, won.

### Summary.

One-mile novice.—Tom Stait, first; C. W. Prei, second; Runkel, third. Time, 2:56.

Two-mile lap race.—Harry Tyler, first; W. W. Windle, second; Gus Steele, third. Time, 5:36 2-5.

Two-mile handicap.—John F. Reitzner, 260 yards, first; W. C. Wegner, 250 yards, second; L. J. Klug, 350 yards, third. Time, 4:59 1-5.

Half-mile open.—George F. Taylor, first; W. W. Windle, second; H. C. Tyler, third. Time, 1:26.

One-mile international.—W. W. Windle, first; H. C. Tyler, second; M. Dirnberger, third. Time, 2:39.

One mile 3:00 class.—C. E. Parkes, first; J. L. Klug, second. Time, 2:55 1-5.

Five-mile handicap.—W. C. Wegner, 550 yards, first; J. F. Reitzner, 550 yards, second; T. Stait, 550 yards, third; C. H. Peck, 500 yards, fourth; Gus Steele, 475 yards, fifth. Time, 13:19.

## Financial Results of the Meet Still in Doubt.

The general committee in charge of the international meet held a meeting Tuesday night. It was thought that some figures could be given out showing just how much was lost or made at the recent tournament, but enough returns had not been received, and Vice-President Sheridan said that he would have to wait awhile before making any statement. He intimated that there wouldn't be a very great loss and also said that the guarantors would not be called upon for any more assessments. The contractors who built the track settled for \$7,000. This was a saving of \$1,000 on the original contract and for work on the track since its completion. It was also decided to give another meet October 6 and 7.

## G. E. Osmond's New Record.

There is speed in the Osmond family. One member of it has made a world-famous record for himself, and now a younger brother has got among the records, and he is making them fly like ninepins before an experienced bowler. Not satisfied with riding farther in the hour than any one else, and smashing minor records, G. E. Osmond must take away another of the records made by L. S. Meintjes while in England. A cablegram from London, August 17, states that Osmond lowered the two-mile English record from 4:37 to 4:24 2-5. This also beats the world's record of 4:28 3-5, held by Windle.

## German Record-Breaking.

At Linz-sur-Danube, Germany, Hoffman made a mile upon a safety in 2:35, German and Austrian record. Lehr, upon the Frankfort-sur-Main track, made 100 kilometers (62 miles 739 feet) in 3:02:49 2-5. He will attempt to make an English mile in 2:14.

## Schofield Will Be in America Tomorrow.

J. W. Schofield, the English crack who was refused a license by the N. C. U., will land in New York tomorrow. He is disgusted with the way he has been treated and will ride for the N. C. A.

## Osmond Will Race at Toronto.

Osmond will race at Toronto next Saturday, whence he will go east and race at Springfield and other places in New England.



## THREE DAYS AT MINNEAPOLIS.

### Johnson Lowers the Three-mile Competition Record, but Is Beaten by Taylor in the Five Mile—Zim Not There.

MINNEAPOLIS, MINN., August 21.—The international meet, held under the auspices of the Cycle Track Association, at the Minnehaha track, on August 17th, 18th, and 19th, is a thing of the past, and the Twin Cities have had their first chance to compare their local riders with some of the best eastern men. Zimmerman had given the management to understand that he would be on hand, but he failed to appear and did not send any excuse. It is said that he became infatuated with a fair maiden at Ripon, who upset all his plans completely, and caused him to desert all other engagements for the time being. Zimmerman's absence caused great disappointment to the public, who of course held the management responsible, although they were in no way to blame.

The track was in excellent shape. This was Johnson's first appearance on his wheel before a Twin City audience since his great reputation as a cyclist has been made, and he gave his local admirers a chance to see him at his best, when on the second day he established a new world's record for three miles. He also displayed good form on the first day, riding one mile in 2:15 flat; but on the last day he failed to come up to expectations, being out of condition. B. B. Bird, of St. Paul, Minnesota's state champion, made an excellent showing, considering that this was his first meeting with men of recognized ability. He covered a mile from scratch in 2:18, starting with Johnson, and finishing fairly strong about twenty yards behind Johnson in the one-mile handicap on the first day. On the second day he finished third in the three-mile handicap from the 250-yard mark, crossing the line about thirty yards behind Johnson; and on the last day he caught Rhodes napping in the second heat of the mile open, and passed him a few feet from the finish, taking second to Bliss.

The management of the races was good upon the first and second days but far from satisfactory on the last day, when the waits were long between races and affairs generally poorly conducted. Financially the meeting should be a success; the attendance on the first day hardly exceeded 400, but the second day was an improvement, there being about 1,500 present; and on the last day there were between six and eight thousand, completely filling the grand stand and partially the bleachers.

One unfortunate accident marred the last day's contests, when, in the very last event of the afternoon, Dirnberger tried to pass next to the pole, and in the attempt caught B. Bird, throwing Bird, who was struck by Rhodes, who was trailing him. Bird was quite badly shaken up.

It is very doubtful whether this meet has increased cycle racing in popularity in the Twin Cities. The officers of the Cycle Track Association, and Secretary Jones, who had charge of the track, deserve unlimited praise for the faithful way in which they worked to insure a successful tournament, but the result of all their work of preparation received a black eye upon the last day, when the crowd was largest, in the manner in which the programme was carried out. Although the programme was a lengthy one, it was a half-hour late in being started. Then a special race for boys was introduced, which was entirely uncalled for, and which occupied another half-hour. Then the one-mile open was run twice, each heat exceeding the time limit; and the event finally was not decided at all. Two more races, both of which were anticipated with keen interest, being a two-mile team race, northwestern championship, and a one-mile—man against a horse—were dropped, without apparent good reason.

All this, added to the fact that Zimmerman, and a half-dozen of the other eastern cracks who were advertised to appear, did not materialize, tended to make the results very unsatisfactory, and it is doubtful whether the effect on the public has been a good one. Although the five-mile international, so called, was not run quite inside the time limit the first time, the judges should have allowed it, as the last mile was run in a sprinkle of rain, which made the track a trifle pasty, and was undoubtedly partially responsible for the last slow mile. The crowd were satisfied with the first result, at any rate.

### FIRST DAY.

#### Summary.

One-mile novice, nine starters.—Anton Johnson, Minneapolis, first; J. O. Ewing, Minneapolis, second; Fred Roach, Minneapolis, third. Time, 2:32. Anton Johnson, a brother of the famous John S., won handily by fifteen yards, after a rattling race, and a stiff sprint from the last quarter.

Five-mile 3:10 class, eleven starters.—Anton Johnson, Minneapolis, first; Fred Roach, Minneapolis, second; J. O. Ewing, Minneapolis, third. Time, 15:45. Roach, Graham, and Johnson took turns at leading, but the pace was slow and the few spurts short. Johnson, Jr., let out at the last quarter, with "Skater" Martin, St. Paul, and Aleck Graham, Minneapolis, close after him. Martin gained a lead, but rode wild in the last eighth, gradually veering to the outside and finally smashing into the fence. Johnson thus secured first, with Roach second by a wheel-length, and Ewing a good third. Graham went to pieces and was a poor fourth. Johnson received an ovation after this second victory, and the crowd looked upon him as a second "John S."

One-mile handicap, thirteen starters.—John S. Johnson, scratch, first; H. P. Davidson, Minneapolis, 210 yards, second; W. E. Becker, Minneapolis, 210 yards, third. Time, 2:15. This was the star event of the day. B. Bird was allowed 100 yards but preferred to start with Johnson from scratch, to which Eck objected. Johnson was willing, however, and Eck finally gave in. Johnson started at a killing pace, but Bird followed him all around to the last eighth, when Johnson jumped away for a final dash, having passed nearly the entire field between the last quarter and eighth, with three or four exceptions. Bird here was obliged to fall back.

Johnson led Davidson and Becker at the line by about twenty yards, with Bird a trifle farther back. Bird finished in 2:17. Johnson's time makes a new state record in this event.

One mile 3:00 class, twelve starters.—Anton Johnson, Minneapolis, first; H. P. Davidson, Minneapolis, second; A. E. Graham, Minneapolis, third. Time, 2:46 3-5. The pace was slow until the three-quarter pole was reached, when Graham started for home with a jump. Johnson and Davidson both passed him in the last 100 yards, and all three finished with wheels lapping each other.

Two-mile state championship, nine starters.—John S. Johnson, first; B. B. Bird, St. Paul, second; Geo. T. Biggs, St. Paul, third. Time, 5:29. Johnson led to the first half-mile, when he went to the rear, and Graham took his place. The field were all in close order throughout, until the last quarter was reached, when Johnson pulled away, with Bird and Biggs hard after him. Johnson won by five yards, with Bird only a foot ahead of Biggs, who chased Bird hard, but could not pass him.

### SECOND DAY.

#### Summary.

One-mile 2:35 class, seven starters.—W. A. Rhodes, first; H. R. Steenson, second; B. B. Bird, third. Time, 3:00. H. E. Harris, of Duluth, led at the start, and until the last quarter, when Rhodes and Steenson let out, followed by the field. Rhodes led Steenson by a wheel length at the finish, with Bird and Biggs ten yards away, close together. Harris distanced.

Half-mile open, four starters.—H. P. Davidson, Minneapolis, first; W. A. Rhodes, second; B. B. Bird, St. Paul, third. Time, 1:13. Davidson made a sprint at the start, securing a lead of about 100 yards before half the distance had been covered, whereupon Rhodes commenced a terrific ride for home. The lead was too great to overcome, and Davidson secured the decision by a foot, with Bird and Steenson close together, ten yards away.

Two-mile 2:50 class, seven starters.—This was run twice, the limit of 5:35 being exceeded each time. The event was finally postponed until the third day. Colie Bell won each heat, with "Skater" Martin, St. Paul, second, and W. E. Becker, Minneapolis, third, the order being the same in each heat. Anton Johnson rode poorly in each heat, finishing very weak as compared with his work of the previous day.

Three-mile handicap, nineteen starters.—John S. Johnson, scratch, first; H. R. Steenson, 200 yards, second; B. B. Bird, 250 yards, third. Time, 7:15 3-4, world's record. This was a great race, Johnson riding like the wind, and disposing of the handicap men in great shape. Rhodes, forty-five yards, was caught almost at the start, but he hung on to Johnson, and at the beginning of the second mile set the pace for a half-mile, when Johnson again went ahead. A portion of the field were passed at the one and one half mile post, but the majority of the handicap men kept ahead until the stretch was reached on the last mile. Then Johnson shook Rhodes, made a phenomenal sprint, and went by the field like a shot, beating Steenson, twenty-five yards, and Bird, thirty yards. Rhodes finished far in the rear, and was beaten by several of the handicap men.

Ten-mile team race, St. Paul vs. Minneapolis.—J. S. Johnson, Minneapolis, first; Colie Bell, Minneapolis, second; G. T. Biggs, St. Paul, third; W. J. Martin, St. Paul, fourth; Aleck Graham, Minneapolis, fifth; W. E. Becker, Minneapolis, sixth; Fred Roach, Minneapolis, seventh; W. J. Martin, St. Paul, eighth; T. L. Bird, St. Paul, ninth. Time, 28:09, state record. This was an uninteresting contest, a steady gait being set, all except B. Bird and Roach leading and making pace by turns. B. Bird, St. Paul, was taken with sideache and obliged to quit at six miles, St. Paul thus losing one of her best men. The finish was close, the men all coming over the line in rapid succession. Johnson rode a waiting race on the last mile, and succeeded in pacing Bell to second place in good shape.

### THIRD DAY.

Minneapolis "has it in" for Zimmy, and incidentally for the Ripon ladies also. It had been advertised largely that Zim would surely come, and the whole town turned out to see Johnson just wipe the ground up with Zimmy. They knew he could do it easy enough, of course. When no Zimmerman appeared, the audience and the officials were exceedingly wroth. The only visitors who showed up were Steenson,—who is practically a local man,—Taylor, Bliss, Githens, and Dirnberger. The track was a mile horse track, in fairly good shape, but a trifle rough just outside the pole. Taylor, Dirnberger, and Rhodes were the big-wigs in the quarter-mile open. They got a flying start and swept down the straight all abreast, Taylor and Dirnberger gradually drawing away from Rhodes. Taylor labored hard with head and shoulders, but could not stave off Dirnberger, who won easily by a foot in :28. The run-off of a previous day's final in the 2:00 class was neatly won by Colie Bell, Grant's brother, with "Skater" Martin second, and Johnny's brother, Anton, third.

The local men made a most decided killing in the mile handicap. Johnson was scratch and Taylor twenty-five yards. The latter started from scratch, however. Githens had sixty-five yards and looked an easy winner. Taylor paced the first quarter, Johnny picking it up at the half, with Taylor again pacemaker at the three-quarters. All this pacing killed off Taylor, who quit at the straight, letting Johnson sprint for the leaders. Meanwhile Githens had paced the middle markers up to the leaders, and was completely baked in consequence. All were bunched in the mile, Rhodes, fifty yards, the most prominent back marker, spurting through the crowd and getting third; H. P. Davidson, Minneapolis, 160 yards, first; Colie Bell, 150 yards, second; Johnson vainly struggling for a place, getting sixth; Githens and the middle markers sitting up. Time, 2:13 3-4.

The mile open reminded one of the Illinois division mile championship. Bliss won; Rhodes second, Githens third. Time limit not reached, and ordered run over. The second time it was the same, with Bliss first, Bird second, Rhodes third, but not anywhere near the time limit, and Bliss got nothing for his two winnings. The mile consolation, somewhat curiously, was run before the races were over. It was won by Tom Bird, St. Paul, first; Frank Crawford, Minneapolis, second; C. J. Turnquist, Minneapolis, third. Time, 2:50.

The greatest race of the day, the race that was to allow Johnson to show



the good burghers of Minneapolis how easy it was to make ducks and drakes of the rest of the American riders, was the five-mile international. Everybody, visitors and locals, started, Bliss, Dirnberger, Githens, Taylor, and Johnson pacing. When Johnson happened to be the leader, the unsophisticated Minneapoliens cheered to the echo, thinking he had the others dead. The time limit was 14:00 flat. So long as the visitors paced, the running was well within the limit; but when the locals came up, very reluctantly, in the last miles, they couldn't or wouldn't do better than a 3:06 gait. The men loafed horribly in the last mile, but did the last quarter on a dead jump, Taylor unexpectedly jumping into the lead, close to the inside, with Rhodes trying to make an impossible sneak between him and the fence; Dirnberger third, Bliss dodging around the back end of the crowd as usual looking for an opening to sprint through. Johnson was in the rear—a bad fifth. Time, 14:12 3-4. The people on the stand treated Taylor nicely, cheering his win; but the sporting element hissed, and yelled “no race.” Considerable discussion arose between the racing men and the referee, Taylor claiming that he had made a good race and should not be compelled to race again in the rain that had now commenced to fall. The race was ordered run over on the wet track. Taylor and his friends swore roundly they would not run, but quietly returned to their dressing-rooms and donned their racing clothes. Johnson and Rhodes came to the tape and at the last moment Taylor, Bliss, and Dirnberger came out. They said they had paced about all the first race and they wouldn't pace an inch this time. The local men did all the donkey work and at the final the cracks rushed away in a bunch, Taylor, Johnson, and Dirnberger in the lead—all neck and neck to the tape; Taylor got a final jump at the end that carried him in first by a length; Johnson second, Dirnberger third. Time, 15 minutes. The race was allowed as the track was very heavy. An ugly spill occurred in the third mile. Johnson was riding on the extreme outside edge of the track where Tom Bird was pacing him, the rest watching from the inside. At the judges' stand Dirnberger cut loose, fearing Johnson's sprint on the outside, and in getting through the bunch Bird ran into him, bringing down himself and Rhodes. The easterners came back to scratch after the second victory and smilingly announced their readiness to run the race over in case the referee was not satisfied, but they were not asked to do it again, as the people were well satisfied that their local champion was not in it with the visitors.

Although the management were not strictly up to the mark as track officials, they were way up as entertainers, and what with theaters, boat excursions, trips to Minnetonka, and dinners at resort hotels, they made the lives of the men very pleasant for the two days the visitors stayed.

#### Summary.

Quarter-mile open, flying start, five starters.—M. Dirnberger, Buffalo, first; G. F. Taylor, second; W. A. Rhodes, third. Time, :28.

One-mile open, time limit 2:30, four starters.—J. P. Bliss, first; W. A. Rhodes, second; H. A. Githens, third; B. B. Bird, St. Paul, fourth. Time, 2:38 3-5.

Run-over, three starters.—In the final sprint on the home stretch Bliss jumped to the lead, with Rhodes second; Bliss finished first, and Bird in a dash a few yards from home passed Rhodes, taking second by ten yards, with Rhodes a foot away. Time, 2:52. No race.

Two-mile 2:50 class, seven starters.—Colie Bell, Minneapolis, first; W. J. Martin, St. Paul, second; Anton Johnson, third. Time, 5:30.

One-mile handicap, nineteen starters.—H. P. Davidson, 160 yards, first; Colie Bell, 150 yards, second; W. A. Rhodes, 50 yards, third. Time, 2:13 3-4.

One-mile consolation race, five starters.—T. L. Bird, St. Paul, first; F. Crawford, St. Paul, second; C. Turnquist, Minneapolis, third. Time, 2:41.

Five-mile international, nine entries: time limit, 14:00.—George F. Taylor, first; W. A. Rhodes, second; M. F. Dirnberger, third. Time, 14:12 3-4.

Run-over; time limit, 14:45.—G. F. Taylor, first; J. S. Johnson, second; M. Dirnberger, third; J. P. Bliss, fourth. Time, 15:00.

### ST. LOUIS TRIES AMATEUR RACING.

ST. LOUIS, MO., August 21.—The midsummer meet of the St. Louis Bicycle Association yesterday was the first amateur meet held here this year. It was very successful. The attendance was large and all of the races were hotly contested. The mile novice and the mile open were both run in heats on account of the large field of entries. The meet took place at the new Sportsman's Park, and the corner of the track which had hitherto been so dangerous was fixed, so there could be no complaint, it being banked nearly five feet. In the mile open the first heat was won by J. W. Bowman, of the P. A. C. Club, with E. Grath, of the P. A. C., second. Time, 2:46. The referee had a time limit of 2:55 on the first two heats of this race, in spite of the protests of the riders; but as the time will show, they managed to get well inside the limit. The second heat was won by W. C. Wicke, of the St. Louis C. C., with L. D. Cabanne, of the P. A. C., second. Time, 2:50. In the final the referee lowered the limit to 2:50, which caused more kicking from the riders. The starters were J. W. Bowman, E. Grath, W. C. Wicke, and L. D. Cabanne. Wicke had the race well in hand up to the start on the fourth lap, when his chain came off and threw him out of the race, and Grath, of the P. A. C., won the race, with Cabanne second. Time, 2:45.

The next race was a two-mile handicap, which was won by D. Coburn, of the St. Louis C. C., 100 yards, with George E. Tivy, of the St. Louis C. C., 175 yards, second; John W. Coburn, of the W. B. C., 200 yards, third; Gus Loeffel, of the St. Louis C. C., 170 yards, fourth. Time, 5:35. The quarter-mile dash was won by E. A. Grath, of the P. A. C., with W. C. Wicke, St. Louis C. C., second, and L. D. Cabanne, P. A. C., third. Wicke ran wide on the corner in this race, and Grath slipped by him, getting the pole and winning the race by a fine spurt. The next race was the two-mile team race,

and again the P. A. C. ran their men in first. Bowman, Grath, and Ellers represented the P. A. C., scoring 182 points; the St. Louis C. C. was represented by George Tivy, T. W. Coburn, and Gus Loeffel, second, scoring 127 points; and the Carondelet Cycling Club, represented by Chester Stith, A. S. Baldwin, and Edward Snay, got the third place, with 46 points. The last race on the programme was the one-mile handicap. In this race Wicke and Cabanne threw up their handicaps of twenty-five and twenty yards respectively, going back to scratch to make a trial for the gold medal offered by the *Sporting News* for the fastest mile ridden during the afternoon. The race was won by D. Coburn, of the St. Louis C. C., with 50 yards; John Coburn, of the Wanderers Bicycle Club, second, from 100 yards; A. L. Jordan, third, 75 yards; George E. Tivy, of the St. Louis C. C., fourth, from 100 yards. Time, 2:44 2-5. Cabanne was not in the race, as he could not hold the pace set by the scratch men, and Wicke had another streak of hard luck, as one of the competitors who quit in the race crossed his path and threw him. Rule's time in this race from scratch was 2:48.

During an intermission in the races, F. A. Padgett, who claims to hold the American unicycle record for a quarter,—having covered the distance in :55 2-5,—made a trial at his own record, paced by Rule, but he unfortunately fell about fifty feet from the finish, hurting his knee so badly that he was unable to make another trial. After the races were over and the crowd were dispersing, quite a number of riders came on the track, and amused themselves by racing around it. Among the number was an Afro-American of feminine persuasion, about fifteen years of age, who created a sensation by appearing in “sure enough” knickerbockers, which came only to the knees. She was very much looked at. The effect of the costume was not at all startling, but, on the contrary, it appeared very suitable.

The Von Der Ahe Cycling Club, the colored association, which a short time ago gave a bicycle race here, will again make its appearance on the 23d inst., when it will try the effect of a bicycle race meet by electric light. The meet will be held at the new Sportsman's Park, and it remains to be seen whether the park will be well enough lighted to prevent accidents.

### STILL TALKING OF CHICAGO.

BOSTON, MASS., August 19.—So many of the wheelmen are away on vacations that nearly all the clubhouses are deserted and there is really nothing going on. In the evening small parties meet and follow up the band concerts which are given in the various outlying districts.

Since the closing of the race meet at Chicago most of the wheelmen from this city who went there have returned and nothing else but the big meet is discussed at the various clubhouses. Guy Gary, James Clark, and the other Boston crack racers have not yet returned, but the two named above are expected in a few days, when a reception will be given in their honor at the rooms of the Press C. C.

The Winnisimmet Bicycle Club is making arrangement for its annual road race, which will take place August 27. The course is over the twelve-mile Linscott course. Already there are over twenty entries. It is open to club members only.

The Malden Club has withdrawn the 2:30 class race from the list of events for September 2 at its meet on the Waltham track. The programme as first arranged was too long, as the days are growing shorter.

The Boston Bicycle Club will repeat the “wheel around the hub” on September 15, 16, and 17.

The two-mile bicycle race of the Caledonia Club at Oak Island, Thursday, was won by J. Urquhart; D. Kelly second, D. Connolly third. The prizes were gold medals valued at \$150.

The Shoe City Wheelmen have challenged the Campello Cycling Club for a twenty-mile road race for a \$25 prize cup. The race is to take place September 21, and to be from Franklin Park to Brockton, a distance of twenty-one and one-half miles. Five men from each club will start and the first three of either club crossing the line first win the race and the club championship of Brockton.

W. Van Wagoner, of Springfield, has been accorded the prize medal for doing the most meritorious work on the *Herald-Post-Recorder* Boston to Chicago relay race, which was held last spring. The committee has been a long time in announcing its decision in the matter.

The Lynn Cycling and Athletic Association held its meet Saturday at Glenmere Park. Ed McDuffee, Pete McDuffee, Quinn of Everett, Porter of Waltham, and other cracks were present and captured the principal events. The prizes were gold and silver plate and other articles of value. William A. Rowe, paced by Berlo, made an unsuccessful attempt to break the track record. Charles Whitton,—of Whitton & Pollard, of Lynn, bicycle dealers,—a one-legged rider, did excellent work in the mile handicap, open to Lynn riders, capturing first. Ed McDuffee lowered the track record to 2:27 4-5.

#### Herrick's Yellow Dog.

Two well-known American riders had a match for a curious prize, the outcome of some dispute. The prize was a dog about five inches high and a yard long. We read he is very sociable and free from flaws. His front-forks look as if spread for pneumatics; he has a long head and a very narrow tread, and his color, yellow, is warranted not to fade in any climate. —*Cycling*. (Eng.)

#### French Cyclist-Politicians.

The French cyclists have been busy doing missionary work among the candidates in recent elections. The cyclists want the \$2 tax upon cycles repealed, or at least reduced to \$1.



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GEO. K. BARRETT, EDITOR.

**MUST HAVE RULE B.**

Once again the perennial Protest against sham amateurism is abroad in the land. We welcome the old familiar face of the Protest. He comes, as he has often come before, on a mission. Long and hard and vainly has he labored to reform cycle racing. He has tried many plans, but none of them have worked. At last, recognizing that human nature is frail, and that that quality of human nature of which racing men is constructed is not the least fragile, and that the chink of gold and rustle of silver certificates are overpowering temptations to above mentioned frail humanity—especially when the chances of getting found out are not one in a hundred, and the penalty no worse than racing for the coin openly instead of secretly—at last, we repeat, he has decided that the only way to put a stop to shams and pretense is to let the amateurs ride under rules that will permit them to do just about what they are doing now, viz., ride for salary, have expenses paid, and sell their prizes—anything but riding for a divisible prize. The Protest says this must be so, and it must. The public likes good racing, and will pay to see it. The race promoters will give races if the great riders will come. The riders will come if it pays them to come. The makers will pay them to come if they are allowed by the rules to do so or not. So we have good racing, and are fairly well pleased. The public, however, does not like shams; nor do the racing men. Besides, the latter are afraid of being found out. Indeed, it is no longer wrong to offend against the amateur definition, but a heinous crime to be found out. Therefore, says the Protest, the next national assembly must give us a Rule B.

**SLOW AND SLEEPY.**

Skinkle, Gerould, Berger, Herrick, Brewster, Betts, Garden, Kennedy-Child. These are the names of capable men and names of officers of the Century Road Club of America—the great was-to-be. The C. R. C. has, and has had, great opportunities to make itself a most useful and influential factor in the progress of cycling. That it has not already become a power for good is owing to the fact that the men at the head of the club have not seen fit to make it such. The membership and official staff is such that any move that the latter might make would be generally recognized as proper and right. We were given to understand that the club would pass on road records, but we are not given any rules under which those records are to be made. We were to have a grand tour to Chicago, to end during the L. A. W. meet—but it fizzled out. We were to see a line of milestones all along Sheridan drive—one was put down.

Have Skinkle, Herrick, Gerould, *et al.* developed into an aggregation of latter-day Rip Van Winkles? Have they laid themselves down for a long, long sleep? If so, let the membership-at-large jingle their century bars till they wake up their dormant officers. The accumulation of bars is going merrily on, but that is the only thing that is going on in the C. R. C.

**ENGLISH CHAMPIONSHIPS.**

Henry Sturmeys says he did not seriously claim that Sanger was the English representative. When he wrote to Chairman Raymond he alluded to it in a jesting manner. While on the subject, he says in his paper, the *Cyclist*, that the present English system, now that the world's championships are officially recognized and established, is anomalous in the extreme. He further says:

Under present conditions, England or Ireland—for Ireland has recently

adopted our system—may be represented at international contests by foreigners. The champion of England or the champion of Ireland may turn out to be an American, a Russian, a German, or a member of any other nation. Of course, it might be argued that if our championships did happen to be won by foreign riders it would be little use, were those riders not present, sending the Englishmen who would otherwise have won them to compete against these same men in the world's championships. The fact also remains that it is possible to win a championship by a fluke. The really best man may be thrown out by a fall, a punctured tire, or by not being in his fittest condition on the day of the race, and this being so, unless such a man were specially selected by England to represent it—and it was with a view to meeting such an exigency that this clause was introduced—then England, or Ireland, might pose as having no champion at all of her own. Now it seems to us that the champion of any one country should be a native of that country or naturalized thereto. To take the old spirit of chivalry, from which the title of champion has undoubtedly been derived, a champion is one who is a fit and proper person and prepared to defend the honor of his country against all comers, and it is scarcely to be expected that a foreigner should do this. If a foreign rider meets our champion and defeats him, he defeats our representative, but, taking the old meaning, he can scarcely assume the role of championing the country he has defeated, and this is what we practically ask him to do, in the event of his winning, when we throw our championships open to all and every. Until the establishment and recognition by our union of the world's championships, we have been in the habit of looking upon the English championships as practically world's championships, because, until Ireland also adopted the system, they have been the only ones open in the world. We are inclined to think, therefore, that the time has now come when the English championships should be confined to Englishmen or naturalized riders, who would then with some amount of fairness be said to represent this country in international events.

If the Englishmen ever wish to win one of their own championships, they should either abolish the licensing scheme or get faster men. Under the present N. C. U. system, as soon as a man has even a faint taint of "trade" about him his license is taken away. This may promote pure amateurism, Mr. Sturmeys, but it certainly does not bring forth the champions so sorely needed by Old England.

**STRAY SHOTS.**

**Are We Going Insane?**

We wish to beg the indulgence of our subscribers and contemporaries if, perchance, they find anything in this column that gives evidence of approaching insanity. We are a young man of even temperament, long-suffering and slow to wrath. But were our patience that of Job and our strength that of Atlas, we would certainly succumb at last. We confidently expect at no long distant day to read something that we have written and remark to ourself, "The man who wrote that is a blank fool."

It is this way. Although we have not a good ear for music, we know "Annie Rooney" when we hear it, as well as "The Bowery," "Comrades," and "After the Ball." We have a very nice office which overlooks the blue waters of Lake Michigan and the piers and stations where the World's Fair passengers leave for the Fair grounds. The country visitors must love music and have money to spend for musical instruments, for some seventeen or 'leven men make a good living right under our window selling kazoos, tin fifes, india-rubber bagpipes, and other instruments of torture. The vendors of these instruments play the above enumerated tunes, and play singly or in concert one tune at a time or many, from early morn till dewy eve. And that is why we feel our mind gradually becoming deranged.

**It Would Be Riding for Business, Sure.**

At Ripon there was discussed among some of the racing men, a scheme for a company for the promotion of cycle race meets in country towns. It is a noteworthy fact that race meets in country towns almost invariably pay when properly advertised. It was proposed that a company for the promotion of race meets be organized, that four of the company constitute themselves advance agents to proceed to the proposed base of operations to enlist the local wheelmen in the cause, secure the track, and attend to the letting of necessary contracts for the placing of the track in shape, show bills, etc.; then to go on to the next town; three others to follow them, arrange for the prizes and the list of events, to farther boom the meet, and prepare for the racing men, who would follow a few days later in the company of other members of the company, whose province it would be to arrange for hotels and entertainment for the visitors, for the score card, and to settle up all matters after the meet, paying all bills, etc.; and to act as officers of the meet. The local wheelmen and dealers would almost invariably be pleased to turn over the responsibility to the proposed company, and lend all the assistance in their power. This company would need only the capital to back it. This is where it would fail, undoubtedly. Promoted successfully, such a venture should pay a dozen men good salary and expenses, and a dividend to boot.

**He Rode in a Tally-ho—He Did.**

The Cook County Wheelmen are much amused (?) by a clever trick played on them last Decoration Day. The C. C. W. tally-ho party met a young man who claimed to be a brother of W. C. Sanger. Struck by the importance of their visitor, they at once invited him to accompany them to Pullman and treated him like a lord, only letting him go at a late hour. Lately it has been discovered that the very fresh young man's name is Murphy. He now claims that his father is the proprietor of the St. Charles Hotel, Milwaukee, and was the one who steered Zimmerman and party to that excellent hostelry at the time of the meet of August 14 and 15. In his



talk he addressed the men very familiarly for so new an acquaintance. It was Jimmy this and Billy (Perrett) that, Hoyland this and Asa that, and so on. It is said he is a cousin of Sanger's and bragged, upon returning to Milwaukee, of the deception by which he got a tally-ho ride. A horse-whipping should be meted out to him when he visits Chicago, or better still, a thirty-second degree initiation, all at once, in the Rope Club.

#### Went to get Married on Bicycles.

The first marriage procession upon cycles was seen lately going to the mayor's office of the eighteenth ward, Paris. The fiancée rode a blue enameled man's machine and the groom a geared ordinary. The men turned up the bottoms of their trousers; the fiancée, in cycliste costume, had a long silk skirt that she wore during the marriage ceremony rolled up and attached to the handle-bars. After the ceremony the wife took off the long skirt and repacked it, and with the invited guests departed at a good gait for Enghien to partake of the nuptial breakfast. After having drank to the future of cycling and the happiness of the married couple, the party, to properly finish the day, engaged in cycle races. The husband was in good form and won several races.

#### F. J. Osmond.

Osmond first appeared before the Chicago public on August 12, when he came out to pace Meintjes in the sixty-mile race. He made an impression and at once became a favorite. His tall form was neatly clad in a tight-fitting white jersey suit which showed off his magnificent proportions to perfection. Around his waist was tied a pale-blue handkerchief. He did more than his share of the pacemaking and coached Meintjes the whole distance. When not riding he folded a huge bath robe around him, pulling the hood over his head until he resembled a monk.



F. J. OSMOND.

Would Make a Novel Case.

#### Would Make a Novel Case.

Harry Leeming, the trainer of the Springfield Bi. Club's team, is much incensed at the railroads. Tyler's trunk, containing his racing machines,

miscarried, and Tyler was unable to ride at Ripon or Minneapolis in consequence. The trunk was recovered at Milwaukee. Leeming proposes to ask the railroad for damages, and in case he doesn't get them he will enter suit for the advertised value of the second prizes in the open events at Ripon and Minneapolis. He claims that Tyler has been running second to Zimmerman in nearly every race of late and would produce the summaries of the meets at Chicago and elsewhere to prove his claims. If such a suit were instituted it would be without parallel in the history of law.

#### She Did Not Love Sanger a Little Bit.

W. C. Sanger was the recipient this week of a curious letter, in which he was denounced in round terms as a blackguard, a villain, and other terms which are usually indicated by dashes. The writer inclosed clippings reciting Sanger's accident at Chicago, and said he (or she, for the writer was anonymous) hoped he would die, he and all his fellow dude riders of the wheel. It was further recited as a cause for this, that Sanger rode up and down the streets knocking people over and parading his bare legs before the public. This is but a section of as vile a letter as was ever sent through the mails. Sanger was completely broken up over it. The author of the insult was not discoverable. The letter had originally been mailed to Brooklyn, and there the receiver had erased name and postmark so effectually nothing could be discovered from that source. The original envelope had, after erasures, been cut all around, and turned inside out, and read-dressed. The letter is undoubtedly a piece of spite work on the part of some woman, as the writing is in a lady's (?) hand.

#### Another Lie Nailed.

The charge made against Zimmerman that he had an understanding with the race promoters in Dublin that he was to have a diamond ring in addition to any prizes he might win, is denied by the *Irish Cyclist*, which says: "As the 'race promoters in Dublin' were the ruling body of cycling in Ireland, the statement carries its own contradiction, but it is well, nevertheless, to give it a denial. The story probably arose from the letter of Zimmerman to the secretary of the I. C. A. suggesting that a diamond should be put up for the scratch race. It may seem questionable taste to select a prize before one wins it, but it is a different thing from 'an understanding.'"

#### BLISS HAS A FALL.

WAUSEON, OHIO, August 17.—This little town of 2,000 inhabitants did herself proud and coped successfully with a situation that would have bothered larger places. Wheelmen had come from hundreds of miles, the entries numbered over 250, while the people from the surrounding country had turned out en masse. The day opened bright and fair, but by 9 o'clock many an anxious wheelman was scanning the skies; at 11 the first few drops of rain were felt and a slight drizzle kept up till 1:30. Nevertheless the parade was formed and fully 400 wheels were in line. Toledo had come 200 strong, accompanied by the Toledo band; Kendalville had sent its entire club; Delta came wheeling in forty strong, while all the towns for a hundred miles had delegations. A feature of the parade was the home club of twenty-five ladies, whose beautiful costumes and gayly bedecked wheels gained continual applause. The town was also beautifully decorated with orange and black—the club colors. Advantage had been taken of the liberal growth of sunflowers and Oscar Wilde in the height of his esthetic desires could not have wished for a more liberal use of his favorite flower. Public buildings, stores, and private residences were bedecked with orange and black and sunflowers, while wheels and riders were not behind in their decorations. The riders who have attended meets all over the country were agreeably surprised, and united in saying that they had never dreamed so small a town could accomplish so much.

Soon after arriving at the grounds, where fully 3,000 people had assembled, it commenced to rain harder; but two races had been run when it was found necessary to postpone the balance until the next day on account of the slippery track. The intervening time was passed pleasantly. In the evening all visiting wheelmen were entertained at the Opera House, where an elegant banquet had been prepared and where all the feminine grace and beauty had gathered to help entertain, and participate in the festive hop. Sid Black did his share of amusement by giving his wonderful performance upon ordinary, safety, wagon wheel, small wheel, and unicycle. He was also a feature of the parade, heading it upon a unicycle. The first day his exhibition at the ground was marred by the muddy track and downpouring rain, but the second day he carried the audience by storm and was greeted by continued applause.

Track and weather were all that could have been asked for the second day, while the attendance was an agreeable surprise. Rain checks had been issued, and it seemed as if all had brought friends, for fully 3,500 people were on the grounds. The first arrivals instituted a branch of the Rope Club, and the resounding whack of the festive and touching rope, accompanied by the yells of delight of those already initiated, became a familiar sound through the corridors of the Eager House. Over 250 new members were added, and the Knights of the Rope became as popular as the parent lodge at Chicago. They took possession of one of the bands, and two abreast, each holding a long rope and bedecked with rope badges, paraded the principal streets, serenading the newspapers, mayor, and local celebrities.

Bliss had an easy time of it at the races, winning the mile open from French, Grosch, Baker, and Brown. He established a new track record, winning his heat in 2:20 4-5. This has never been equaled by horse or bicycle. He fell in the final, breaking his wheel and reducing his pink suit to shreds. He borrowed another wheel and started in the two-mile handicap, but the wheel did not fit him, and after riding three laps he dropped out.

#### Summary.

One-mile handicap.—A. N. French, Cleveland, first; George E. Walling, Kendalville, Ind., second; Conn Baker, Columbus, third; W. L. Swendeman, Helena, Mont., fourth; E. L. Blauvelt, fifth. Time, 2:25 1-5.

One-mile, Fulton County.—C. L. Brailey, Wauseon, first; C. C. Handy, Wauseon, second; E. Weber, Wauseon, third; H. D. Meister, Saratoga, fourth. Time, 2:46.

One-mile open.—J. P. Bliss, Chicago, first; A. N. French, Cleveland, second; Paul Grosch, Passaic, third; Conn Baker, Columbus, fourth; A. I. Brown, Cleveland, fifth. Time, 2:47; last quarter, :31 1-5.

One-mile, ninth Ohio congressional district.—O. P. Bernhart, Toledo, first; O. L. Brailey, Wauseon, second; W. A. Parker, Toledo, third; C. C. Handy, Wauseon fourth; E. R. Torgler, Toledo, fifth. Time, 2:44.

Two-mile handicap.—Conn Baker, Columbus, first; W. L. Swendeman, Helena, Mont., second; B. A. Grosch, Sandusky, third; Charles Jorry, Kendalville, fourth; G. R. Walling, Kendalville, fifth. Time, 5:02.

Three-mile lap race.—Conn Baker, first; B. A. Grosch, second; Paul Grosch third. Time, 9:31.

Half-mile open.—W. L. Swendeman, first; Paul Grosch, second; Conn Baker, third. Time, 1:17 3-5.

#### One on Zimmerman.

Zimmerman made a flying trip from Ripon, Wis., to Evansville to attend a race meet scheduled in the latter city for Tuesday. When Zim rubbed his eyes and emerged from the sleeper at Evansville he was unable to detect any signs showing that the people were aware of a cycling meet being run there within the next ten years. Besides, there was not a solitary cycle representative at the station to meet him. After giving orders to a force of expressmen to have his racing machines and trunks sent up to the hotel, he shuffled his long limbs to Paine's cycle store, where he learned that the Evansville meet had been abandoned some time ago.—*Chicago Record*.

The Pan-Hellenic cyclist races were held at Kifessia, Greece, July 24, under the patronage of his highness the Prince Nicholas, who distributed the medals.



## WELL ENTERTAINED AT RIPON.

### Racing Men Given a Royal Reception at the Wisconsin State Meet—Racing Results.

RIPON, WIS., August 19.—The Wisconsin division meet at Ripon was a most decided success, although rain delayed the races one day. All the racing men and the rank and file came in early Wednesday and made the town lively in spite of the rain. Everybody in town, including about 200 young ladies, turned out to make it pleasant for the visitors, the young ladies succeeding most admirably. The half-mile track was fine, well smoothed and very fast; the crowd was well handled by the committee and the races run off in good shape and with few accidents. A ball and smoker, trips to Green Lake, fishing expeditions and flirting with the pretty girls kept everybody busy and in good humor. The meet netted the promoters about \$1,000.

#### First Day's Racing.

A hot field came out for the first heat of the half-mile handicap, Taylor, scratch, cutting loose at a lively pace. All the back-markers collared the leaders at the turn. Dirnberger, 35 yards, won easily, in 1:03; J. F. Reitzner, 35 yards, Milwaukee, second; Bert Groesbeck, Ripon, 90 yards, third; Taylor, scratch, fourth; Banker, 30 yards, fifth. All finished easily. In the second heat A. D. Kennedy, Chicago, 20 yards, won easily; Warren, Hartford, 50 yards, second; Austin Crooks, Buffalo, 30 yards, third; Ed W. Roth, Milwaukee, 60 yards, fourth. Time, 1:06 1-2. The whole field bunched in the straight. In the final Dirnberger had an easy time of it, tacking onto his leaders early in the run, and outsprinting Kennedy, Crooks, and the rest in the final rush, winning by three lengths.

Six men came out for the half-mile state championship. It was hot from tape to tape and the win of Louie Reed, of Ripon, created great enthusiasm in the stand, where he was very evidently a hot favorite. E. A. Vogel, of Milwaukee, won second. Time, 1:17 1-2.

The mile open had a time limit of 2:30 placed on it. It was somewhat of a loaf and was won quite handily by Zimmerman, with Dirnberger hanging on like grim death; Hoyland Smith third, E. C. Bode fourth. Time, 2:26.

About everybody came out for the international mile, Zim receiving a regular ovation. Zimmerman won in his usual easy style, with Dirnberger doing the hanging-on act and Bode sprinting nobly in the rear; Warren fourth, H. R. Steenson fifth. Taylor was thrown out by an accident to his machine.

The quarter-mile open was the same kind of a snap for Zim, Banker making a desperate sprint in his old-time form, with Taylor and Warren quarreling about third place far in the rear. Taylor got it by a bare inch, much to his disgust, as he said he wasn't hunting thirds.

C. E. Parkes, of Milwaukee, made his first win of the year in the 3-minute class. Young Louie Reed gave him a hot fight for his victory, getting second, with J. G. Seelig, Jr., of Ripon, third.

About the neatest race of the day was the 2:30 class, with Bode up as favorite. Although the men loafed a bit the finish was hot and close, Bode losing to E. A. Vogel, of Milwaukee, by a wheel, with Gus Steele third.

The most popular race was the half-mile state championship, which was won by Louie Reed, the crowd yelling itself hoarse over the win of its favorite. E. A. Vogel, of Milwaukee, was second; J. F. Reitzner, Milwaukee, third; Wegner, Schmitz, and Nickel, of Milwaukee, unplaced.

In the five-mile handicap things got a little mixed. Crooks fell early in the run, colliding with Bode. Dirnberger tried unsuccessfully to run over Hoyland Smith, bringing down Steenson in the general mix up. After that, it was dead easy for Kennedy, of Chicago, 150 yards, who won handily in 13:24 1-2; Hoyland Smith, 175 yards, second; Gus Steele, 350 yards, third.

#### Summary.

One-mile novice.—J. G. Seelig, Ripon, first; Dick C. Meyer, Milwaukee, second; L. P. Rhine, Milwaukee, third. Time, 2:50.

Half-mile handicap.—M. F. Dirnberger, Buffalo, 35 yards, first; A. D. Kennedy, Chicago, 20 yards, second; Austin Crooks, Buffalo, 30 yards, third. Time, 1:03 1-4.

One-mile open.—A. A. Zimmerman, first; M. F. Dirnberger, Buffalo, second; Hoyland Smith, New Bedford, third. Time, 2:26.

Half-mile international invitation.—A. A. Zimmerman, first; M. F. Dirnberger, Buffalo, second; E. C. Bode, Chicago, third. Time, 1:18.

One-mile 3:00 class.—C. E. Parkes, Milwaukee, first; Roy Reed, Ripon, second; J. G. Seelig, Jr., Ripon, third. Time, 3:13.

One-mile 2:30 class.—E. A. Vogel, Milwaukee, first; E. C. Bode, Chicago, second; Gus Steele, Chicago, third. Time, 3:02.

One-mile, boys under 18.—Roy Reed, Ripon, first; A. D. Howie, Milwaukee, second; George Chittenden, Ripon, third. Time, 3:20 1-4.

Five-mile handicap.—A. D. Kennedy, Chicago, 150 yards, first; Hoyland Smith, New Bedford, 175 yards, second; Gus Steele, Chicago, 350 yards, third. Time, 13:29 1-2.

Quarter-mile open.—A. A. Zimmerman, first; George Banker, second; G. F. Taylor, third. Time, :32 1-2.

Ripon Cycling Club handicap.—Roy Reed, 125 yards, first; J. G. Seelig, 160 yards, second; George Chittenden, 135 yards, third. Time, 2:52.

Two-mile state championship.—E. A. Vogel, Milwaukee, first; W. C. Wegner, Milwaukee, second; Louie Reed, Ripon, third. Time, 5:12.

#### Second Day.

The novice was a snap for E. H. Smith, of Beaver Dam. The wind on the back stretch killed most of the men off and Smith came in yards ahead, looking back at H. E. Thomas and Harry Cody, the second and third men scattered in his rear.

The half-mile open was a hot one. Zimmerman lit out as he

rounded the turn, seemingly about to spurt the whole back stretch, but eased up a little, allowing the bunch to come up. They all had it out on the stretch, coming up almost abreast, with Zim slightly in the lead on the inside; Dirnberger, his face twisted into a snarl by his efforts, second, just a hair ahead of Crooks; Warren fourth, Bode fifth, Banker sixth.

The Milwaukee men were after young Reed's scalp in the quarter-mile state championship, so the local men secured Asa Windle as pusher for the local crack. Asa's push gave Reed six yards the advantage and he lit out for home at a hot pace far in advance of the crowd. He held his lead to six feet from the tape, but Vogel, who had chased him most vigorously all the way, with every chance against him, fairly jumped his wheel ahead by a bare inch. A beautiful win, but little relished by the crowd of locals.

The mile handicap was another hot one. Taylor, on scratch, quit at the half, evidently over-handicapped. Banker, Crooks, and Dirnberger caught the limit men at the half, where they all went by in a huge bunch. It was anybody's race. The crowd spread out at the turn and Dirnberger, 60 yards, cut through on the inside, got a good place among his men, and although hotly pushed by Banker was not headed in the straight, and won by a yard, with Banker, 60 yards, a good second; Warren, 90 yards, third; Bode, 75 yards, fourth; Crooks, 50 yards, fifth. Time, 2:14.

The 2:40 class mile was run in heats. Fred W. Schmitz, of Milwaukee, won the first; Roy Reed and W. C. Wegner, of Milwaukee, for place in the final. Time, 3:05. Vogel, of Milwaukee, won the second heat; Gus Steele second, George Chittenden, of Ripon, third. All bunched.

The final of the 2:40, as the starters came out, looked like a cinch for the Telegram Club, of Milwaukee, as Gus Steele was the only outsider. No time limit was placed and the men loafed to the three-quarters. The Telegrams won handily. Fred W. Schmitz first, in 3:00; W. C. Wegner second; Gus Steele third on the outside by a gamy effort.

All the push came out for the international mile. Referee Irwin warned them that the time limit was 2:40 and no run-over. Banker and Warren paced the half, and all loafed the back stretch. Taylor rushed away in the last quarter, with Dirnberger alongside, but both were passed by Zimmerman at the eighth. Time, 2:34 1-2. Dirnberger second, Taylor third, Bode fourth; Banker and Warren not placed.

No scratch men came out for the two-mile handicap. Crooks, Bode, Banker, and Warren were the back markers and alternated in the pacing. They caught the middle men at the mile, Banker quitting at the third lap. Crooks and Warren made a gamy effort to catch their men on the last lap, but started a little late, getting fourth and fifth, Bode sitting up. George Chittenden, of Ripon, 265 yards, won in 4:51.

A time limit of 2:50 was on the mile state championship, with Reed, the local man, pitted against the Milwaukee push. Reed dropped to second place, watching the Milwaukeeans, and sprinted wide at the finish, fouling Vogel badly, winning in 2:27. The crowd went wild, and the Milwaukee men mobbed the referee with claims of foul. The claim was not allowed. A mob ran in the 2:50 class. All broke away in the last quarter, filling up the track. Roy Reed won in 2:42; Gus Steele got second, sitting up, evidently a little baked; Charley Parkes third.

Zimmerman, Banker, Crooks, and Bode came out for the five-mile open, and paced alternately. Crooks led on the last lap, the rest sitting up letting him pace them in, and rushing by him ten yards from home. Zim won easily, but Bode had a little tilt for second with Crooks. The latter wiggled himself nearly off the track, but lost to Bode. Time, 13:19 1-2.

Zimmerman made a try at the mile record in a somewhat peculiar way, all the pacemakers starting with him. Banker took the quarter, Crooks the half, Dirnberger the third quarter, Zim finishing alone, doing the half in 1:06 and the mile in 2:13, a world's record in a scratch race. Many independent timers took the mile in 2:14 4-5. The last quarter was made in :30 1-4.

#### Summary.

One-mile novice.—E. H. Smith, Beaverdale, first; Harry Cody, Ripon, second; H. E. Thomas, Sheboygan, third. Time, 2:45.

One-mile 2:40 class.—F. W. Schmitz, Milwaukee, first; W. C. Wegner, Milwaukee, second; Gus Steele, Chicago, third. Time, 3:00.

Half-mile open.—A. A. Zimmerman, first; M. F. Dirnberger, second; A. T. Crooks, third; A. A. Warren, fourth; E. C. Bode, fifth; George Banker, sixth. Time, 1:18.

Quarter-mile state championship.—E. A. Vogel, Milwaukee, first; Louie Reed, Ripon, second; W. C. Wegner, Milwaukee, third. Time, :33.

One-mile handicap.—M. F. Dirnberger, Buffalo, first; George A. Banker, Pittsburg, second; A. W. Warren, Hartford, third; E. C. Bode, fourth; A. T. Crooks, Buffalo, fifth. Time, 2:14.

One-mile international invitation.—A. A. Zimmerman, first; M. F. Dirnberger, second; George F. Taylor, third; E. C. Bode, fourth; G. A. Banker, fifth; A. W. Warren, sixth. Time, 2:34 1-2.

Two-mile handicap.—George Chittenden, Ripon, 265 yards, first; James A. Sandbury, Menominee, 235 yards, second; Phil Nickel, Milwaukee, 200 yards, third; A. T. Crooks, Buffalo, 80 yards, fourth; A. W. Warren, Hartford, 140 yards, fifth; E. C. Bode, Chicago, 125 yards, sixth. Time, 4:51.

One-mile state championship.—Louie Reed, Ripon, first; E. A. Vogel, Milwaukee, second. Time, 2:27.

One-mile 2:50 class.—Roy Reed, Ripon, first; Gus Steele, Chicago, second; C. E. Parkes, Milwaukee, third. Time, 2:42.

Five-mile open.—A. A. Zimmerman, first; E. C. Bode, second; A. T. Crooks, third; George A. Banker also rode. Time, 13:19 1-2.

One-mile special.—A. A. Zimmerman, first; M. F. Dirnberger, A. T. Crooks, and George A. Banker also rode. Time, 2:13.

One-mile consolation.—A. T. Frattinger, Milwaukee, first; W. G. Nicholson, Milwaukee, second; J. Pederson, Milwaukee, third. Time, 3:19 1-4.



## THAT FRENCHMAN.

**Fournier Comes near Osmond's Hour Record and Beats Dubois' Best—Other Record Breaking.**

PARIS, August 11.—Henry Fournier made a bold bid at the hour record on Wednesday, and came very close to Osmond's figures, even beating them for the two first miles, although he failed in his main purpose, evidently through lack of proper pacing. The distance covered in the hour was 39 kilometer 682 meters as against Dubois' existing French record of 39 kilometers 707 meters, and Ernest Osmond's world's record of 40 kilometers 194 meters. Fournier beat Dubois' times from thirty-two to thirty-seven kilometers, and all his own previous records from seven to twenty-four miles. He also established French records from one to six miles.

The weather had been close and sultry all the afternoon, and was beginning to freshen at 6:30 p. m. when Fournier appeared on the Buffalo track, a slight breeze blowing from the west. H. O. Duncan gave the start at 6:40 p. m., and pushed off by F. Charron, Fournier started on his ride. Splendidly pulled by the tandem pair, Masi and Vigneaux, the first mile was ridden in 2:20 1-5, two miles in 4:41 4-5, and three miles in 7:06 2-5, just outside Osmond's figures. Antony and Czerni then took him up, Antony staying right in front of the record man, while the other pacemakers changed, thus insuring as regular a pace as possible, despite the frequent changes, the pacemakers being hardly able to stand the pace more than a few laps. Girardin took Antony's place at seven miles, while Cantu, the Italian champion, Echalie, Dumond, Genet, Stella, Nivet, did the leading. Most of them did good work, and the first quarter ended with 10 kilometers 54 meters to the credit of the rider. Piquet then relieved Girardin, Cantu leading. Seeing the pace slacken down, the tandem pair again came to the rescue, and picking up their man in grand style, began to show him the way at a marvelous rate, while Fournier seemed to follow with a no less marvelous ease. Two miles went this way in 2:20 and 2:21, Fournier being then taken in charge by Piquet and the safeties, the board showing 19 kilometers 913 meters for the half-hour, the pace again having slackened a little. For the third time, along came the tandem with its seventy-eight-inch gear, barely giving time to the record man to use the sponge he was pressing on his lips, bleeding from his constantly biting them in his excitement.

The pace again quickened for a few minutes, the crowd cheering the three men continually as they flew round the track. Antony and Girardin deftly picking up the record man, and keeping up the pace until Girardin had to give in, and let the other men relieve him, Antony again staying to cheer up Fournier, who was beginning to show signs of the terrible strain as the ride went on. Twenty-nine kilometers 751 meters had been covered in the 45 minutes, and Fournier was then 3 seconds behind Dubois' record, and 40 seconds behind Osmond's figures. Masi and Vigneaux again came along, and called on him to go faster, which the gallant fellow managed to do, the crowd going wild on this magnificent exhibition of pure speed. After a short rest, and seeing the end near, the pair again took the lead for the finish, the grand pace set by them being valiantly responded to by Fournier and the two last miles were gone in 2:23 and 2:21 respectively.

The record man and the tandem pair were at once surrounded and cheered by the multitude, and carried on shoulders to the racing men's quarters. Fournier intends to have another go at the record some time this month, and Masi and Vigneaux will also try for the tandem record of 24 miles 1,340 yards held by the Ilsley brothers.

The times by miles were as follows:

Miles.	Time.	Miles.	Time.	Miles.	Time.	Miles.	Time.
1.....	2:20 1-5	7.....	16:55 4-5	13.....	31:30 2-5	19.....	46:16 3-5
2.....	4:41 4-5	8.....	19:14 3-5	14.....	33:55 3-5	20.....	48:40 1-5
3.....	7:06 2-5	9.....	21:10	15.....	36:26	21.....	51:56
4.....	9:30	10.....	24:08	16.....	38:52	22.....	53:31
5.....	11:57	11.....	26:34 4-5	17.....	41:19	23.....	55:55
6.....	14:23 3-5	12.....	29:05 4-5	18.....	43:41	24.....	58:29 3-5

## New Road Records.

The much coveted 50-kilometer and 100-kilometer road records have been captured by Nicodemi, who on the 3d inst. did the 100 kilometers on the Arles to Tarascon road in 3:01:49 1-5, thus breaking Allard's record by 2:00 3-5. He also went for the fifty kilometers on the 5th, and established the record at 1:24:21 2-5, beating the previous best by over 5 minutes.

Pachot broke the 6 and 12 hour record and the 200-mile record, covering in the 6 hours 164 kilometers 100 meters; previous best, 161 kilometers 100 meters. In the 12 hours he did 297 kilometers 880 meters, beating Shorland's 294 kilometers 880 meters. The 200 miles, belonging to McCurdy, of 14:35:00, were ridden by Pachot in 12:20:00.

## The Poor Kilometer Record.

PARIS, August 8.—Several attempts were made last week to lower the existing records, the one-kilometer record particularly being roughly handled. Fournier started the dance on the 30th, on the Velodrome du Parc in Bordeaux, when he brought it down from 1:22 4-5, standing start, to 1:22 2-5. Cassignard then went at it, and further reduced it to 1:21 2-5, or exactly one second less than Fournier. He was splendidly paced by Nivet, Loste, and Bauby. On the same day Cassignard and Nivet, on a tandem, established the record for the same distance in 1:22 2-5, standing start, without pacemakers.

On Friday, August 4, Fournier went to the Velodrome de la Seine, in

Paris, to try and regain his lost record, but, owing to his rear tire bursting twice and his pacemakers' doing the same several times, he finally gave it up and put the attempt off to a future occasion. Medinger, who was present, then decided to have a try at it, and came to the tape with the fast pair, Masi and Vigneaux, on their tandem, as pacemakers. At the pistol, the front chain of the tandem broke, and Masi's knee was severely injured by striking against his handle-bar, compelling him to retire. Medinger, however, was going around the track at a great rate and his time for one lap (500 meters), without pacemakers, was :39 2-5, which is record for the one-half kilometer, the former record being Charron's :40, while Masi and Vigneaux's :38 was made with a flying start.

## An Amateur Makes Records.

On Tuesday, August 1, the hundred-kilometer record without pace-

makers was established by H. Desgranges, a member of the Amateur Association who has undertaken to establish a series of records without pacemakers, and is already the owner of the hour record under these conditions. He succeeded in covering the distance in the remarkable time of 3:04:07 3-5.

## Road Races.

The important road race organized by the Lyons Express gathered ninety-two competitors, quite a large number considering the length of the course, 150 miles. Stephane, Allard, and Nicodemi had entered, and the race was won by Stephane in 9 hours, Allard being second in 9:13:00. Nicodemi had an accident on the way and retired. The weather was horrible, and the times made are very good, showing the splendid form of the two men.

The Paris-to-Ostende road race was won by Dubois, who also had to fight against very adverse circumstances in the shape of a fearful road and rain all night, which so disgusted him that he would have quit when he reached the Belgian frontier in the morning, had not his pacemakers' threatened to take his wheel away and leave him alone miles from any railroad. He felt very elated afterward to have succeeded, saying that he had at last broken the series of misfortunes which have for the last six months visited him.

ALBERT G. ROUX.

## Lewis W. Fox.

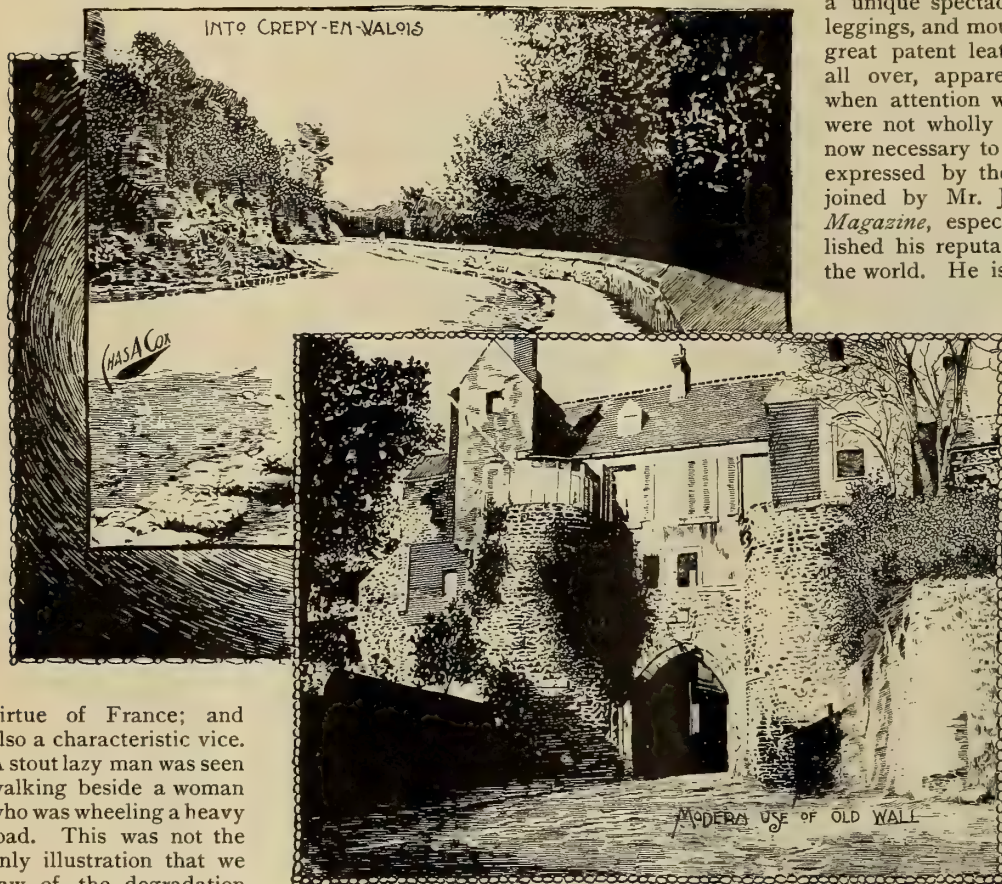
This youngster hails from the Pacific coast and is developing into quite a flyer. He has swept the boards before him this year and bids fair to be the fastest man on the coast in a short time. Mr. Fox was at the Chicago meet, but did not ride, as he did not feel fit to meet such flyers as he saw there.





## A TOUR IN SUNNY FRANCE.

With the gayety of the Sunday fete at Fontainebleau, the excitement of the races and the glory of the fireworks fresh in our memories, we mounted our fleet bicycles (they were fleet by that time) Monday morning, and turned our faces southwestward toward the beautiful "garden of France," the valley of the Loire in the old province of Touraine. We had a longer ride than usual before us. Our destination, the famous city of Orleans, was nearly sixty miles away. From there we were to enter the chateau region above mentioned, where the kings of the Renaissance period built their magnificent stone summer houses on the high bluffs above the Loire, where formerly the strongholds of feudal chieftains stood. There was nothing particular between Fontainebleau and Orleans, except the wonderful *grand route* that stretched away in ever-perfect smoothness and beauty over the high plateaus of that region. Here was seen a characteristic



virtue of France; and also a characteristic vice. A stout lazy man was seen walking beside a woman who was wheeling a heavy load. This was not the only illustration that we saw of the degradation of the peasant women into beasts of burden. What incongruity there is in this picture! Yet does not vice versa prevail in our country? Are not our roads as bad in comparison to theirs as their treatment of women is bad in comparison with ours? The reader may reflect at his leisure upon this example of our boasted civilization.

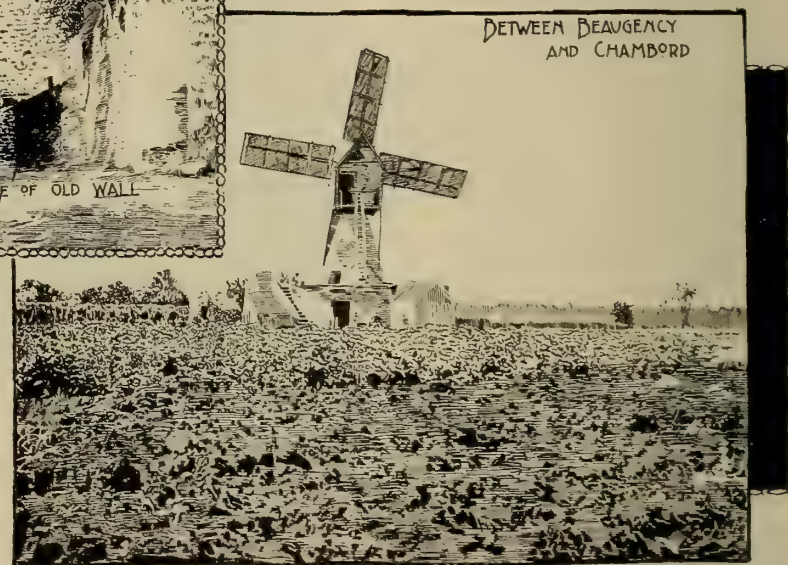
But now it is time for us to say something in regard to the bicycling features of the tour in particular. The illustrations have shown something of the perfection of the French roads. Incidents and experiences can say more. We met three of the party in Boulogne. They had been traveling in Europe. One was a New York architect, Mr. H. P. Fowler. He had never ridden a bicycle before. He is a stout, well-built man of about thirty years, weighing nearly 200 pounds. He also met his bicycle in Boulogne. He had only half a day for practice. Then we took the train for Amiens, from whence our first day's ride was to St. Quentin, a distance of fifty-two miles. Mr. Fowler did not keep up with the "scorchers," but he was on hand for dinner and supper with plenty of time to spare, and he rode a cushion-tire wheel also. He is a cool-headed determined man, but those smooth roads alone rendered the feat possible.

This was different from Mr. Elwell's previous tours, in that there was another chief object besides bicycling and sightseeing. The architects had come to sketch. The distances were mostly short on that account, and plenty of time was taken for stops by the wayside to wield the pen or pencil or brush. Yet we were not without "scorching," and occasional tests of wind and endurance had established the status of the individual in that respect by the time we had reached Paris, with the exception of one man. He was over forty years old, and a strong rider. He had always kept up with the procession, but had never shown any disposition to race until that long day's ride from Fontainebleau to Orleans. We stopped for dinner at Pithiviers. The afternoon's ride was twenty-six miles to Orleans. The strong man above mentioned, either because of the potted lark at dinner (a Pithiviers delicacy) or the culmination of the combined good health and spirits of our two weeks of ideal bicycling, began to "scorch" that afternoon. He took the lead of a party of eight and kept it at an ever-increasing speed until five had dropped out. The remaining two stayed with him. They

were both under twenty-five years of age, and one of them took the lead and set the pace. All three were soon flying at the rate of sixteen miles an hour (kilometer posts along the road establish the truth of these and all other figures pertaining to our trip). And still the older man hung on to the flanks, so to speak, of his younger antagonists. His face grew redder and redder, but there was no shaking him off at that pace. His endurance was all right. Something else must be tried. And the young men tried it. They spurred. Their nimble limbs soon settled the matter, and their strong antagonist cried for quarter; that is, he said, "Let's rest, I'm so numb behind that my legs don't feel as if they belonged to me." They finished the afternoon's run at a leisurely pace, but the twenty-six miles were covered in less than two hours' time.

They experienced another adventure before their arrival. They met another bicyclist in the suburbs of Orleans, and as he passed, one of the young men exclaimed, "Look at that d——d Frenchman!" He was rather a unique spectacle, being long and thin, wearing a Tyrolean hat and leggings, and mounted upon a geared ordinary with pneumatic tires, with great patent leather flaps to protect the legs from dirt, and covered all over, apparently, with bags and bundles. He turned his head when attention was called to him, as above, as if the English language were not wholly unfamiliar; but he passed on and said nothing. It is now necessary to say that from the beginning of the trip hopes had been expressed by the enthusiastic artists of the party that we might be joined by Mr. Joseph Pennell, whose contributions to the *Century Magazine*, especially his drawings of English cathedrals, have established his reputation as one of the cleverest pen and ink illustrators in the world. He is an enthusiastic wheelman and since he had been a member of a previous tour, Mr. Elwell was urged to write to him and induce him to join us. We had heard nothing definite from him. The three "scorchers" were in their rooms at Orleans when the rest of the party arrived. The young man who called attention to the Frenchman heard the name of Pennell in the court below. Having been most enthusiastic in urging the project of securing the artist's company, he hastened to the court, applied to the manager, and was immediately conducted and introduced to the "d——d Frenchman."

"So you're the man that called me a



"d——d Frenchman," said Mr. Pennell; "you needn't deny it, I know you." The young man's discomfiture was not lessened when it turned out that he was booked to room with Mr. Pennell that night. It seems the latter had arrived in Orleans and had ridden out to meet us, as he knew we were coming on the road to Fontainebleau. He was so pleased with the party and found it so congenial, both artistically and socially, that he stayed with us six days,—much longer than he intended,—and then hastened back to Chartres to continue his illustrations for the *Century* of the architectural marvels and beauties of its famous cathedral.

It was also at Orleans that the writer met with his unpleasant adventure (for we all experienced at least one). He was pedaling along a narrow street with another of the party, when a policeman walking on the sidewalk made a spring at him without a word of warning. He instinctively spurred ahead out of the man's reach, but immediately stopped on finding himself pursued and realizing that the fellow was an officer of the law and not a madman or inebriate. The policeman came up, seized a little bell on the handle of the bicycle, exclaimed that it was not ringing, and therefore the rider was amenable to arrest. It is the law of the country that all bicyclists shall carry a bell or whistle to warn pedestrians. We learned that in Boulogne, and many of us purchased little bells, with an elastic attachment to prevent the ringing when required. This was in use at the time of the



arrest. It was of no use to stammer, in broken French, that we were strangers, ignorant of the necessity for constant ringing, or to point to the "squawker" on the other bicycle and intimate that that was not constantly squawking. The man was obdurate, stating firmly that since bells could ring all the time they must, but since "squawkers" couldn't squawk all the time, they needn't.

It was ridiculous yet exasperating to be detained thus nonsensically, in the midst of a rapidly gathering crowd, by this little policeman, for he was no older than his prisoner and of much slighter physique. He was evidently straining a point to display his importance and at the same time express his natural antipathy to foreigners. Finally he agreed to proceed to the hotel, where Mr. Pennell's fluent French was brought into use.

For some time the policeman shook his head and talked about his duty, his report to his chief, etc., but finally the hotel proprietor persuaded him not to march his prisoner to the police station. He demanded the latter's name, however, and address and age, and departed to consult with his chief, saying that he would immediately return. We saw no more of him.

We had entered the wine country by this time and the treeless plains of Picardy, covered with wheat fields and giant grain stacks, had given place to groves of poplars and broad expanses of grape-vines, with here and there a windmill of entirely different pattern from any that we had seen. The miller lives in a square stone house, with a huge stone beehive on top, on the apex of which the little wooden mill sets on a pivot, so that it may revolve and present its great fans to the wind from any quarter. In this way the power of the winds is utilized to transform the white and purple grapes into the red and white wine of the country, which few of us learned to like very well. It is a thin, sour claret and is placed on the table in unlimited quantities, as free as water. With water and sugar it tastes good, but sugar is never served on the table except for coffee in the morning. An order for sugar at any other time manifestly shocks the waiter and undoubtedly agonizes the proprietor. It is brought in small quantities—a few square lumps. One learns to take a handful, because it is invariably removed again. It costs twelve cents a pound and to spoil good wine with it is indeed a sacrilege. We would have much preferred the grapes to the wine (for they were just ripening), but despite the oceans of them from horizon to horizon, they were served very scantily at the hotel tables. But why not take a few from the vineyards? There were no fences. The great clusters were within reach without leaving the *grand route*. But we seldom ventured to purloin a bunch, for no better reason, I am afraid, than dread of the consequences. We had acquired a wholesome respect for French regulations. Besides, there was generally somebody within range. The grape is almost the god of that section. It is held so sacred, at all events, that any disregard of the laws of meum and tuum in connection with it brings quick and sure punishment. To take an apple or two to eat while riding through New England farms is not considered a very heinous offense, but nobody steals grapes in France. One goes to jail as a result. That crop is the wealth of the country. The wine is as important as bread is to us. There is very little water. Each house does not have its individual supply as with us. It is a dry country. There is generally one well in the little villages. On the way to Orleans we stopped at a village well. It was large and deep—oh, so deep. We turned the crank for several minutes before the bucket was visible in the black depths. The well was 180 feet deep and was centuries old. The water was quite cool but had the characteristic flat, limy taste. It was the only water in the town.

In the next paper we shall have reached the Chateaux of Touraine and entered upon our long journey down the banks of the river Loire, over a boulevard that runs for hundreds of miles close to the water, with a handsome stone wall between. One is apparently riding along the parapet of some great private park, instead of through the open country.

EDWARD H. ELWELL, JR.

#### Theory and Practice.

Now that the excitement of the twenty-four hour race is over, says *Wheeling*, men have had time to look around and to think, and those capable of doing the latter are more than ever impressed with the idea that however good in theory the licensing scheme may be, the men of sufficient capability to carry it out successfully have not yet been found. We pass by the monstrous injustice which would have been done to Shorland by refusing him his license, and the hard task that the N. C. U. would have had to explain to a British jury's satisfaction why they refused a license to a man who was earning £1,000 a year as a traveler, simply because he chose to ride a type of the machine which he sells. Makers' amateurs, whatever the N. C. U. may think, are not paid £1,000 a year. The makers' amateur is the incompetent man, from a business point of view, who by reason of his physical powers is engaged and paid at a comparatively high salary to nominally act as a clerk, but who really isn't worth a cent as such. But at the best a few pounds a week is the makers' amateur's salary, and no judge or jury would ever have accepted this "purist" doctrine that a man was paid £1,000 a year simply to race. This being so, on what possible grounds could the N. C. U. have justified their action in refusing him a license or granting him a conditional one. On this latter point, however,—the conditional license,—we need not dwell. The conditional license, evolved from impractical reasoning, must die the death of all folly. The N. C. U. have not yet reached a free fight in their council chamber, but they, or a section of them, have exercised an amount of autocratic injustice which would fully warrant a second edition of her majesty's commons. The appeals committee have in all probability saved the N. C. U. from great trouble; but the folly which guided the licensing committee in the past may at any time be renewed.

## OUR LONDON LETTER.

### Bank Holiday Racing Tame—The Camps a Decided Success—Fletcher after Mills' Record.

LONDON, August 17.—The bank holiday racing throughout the country does not call for much comment. P. W. Brown won the mile scratch race at the Aston lower grounds, Birmingham, last Monday, beating Lambley by a yard, with T. G. Brooks third. Two N. C. U. Center championships were decided. E. Scott won the ten-mile Center championship at Sheffield. A. Greaves won a five-mile Center championship at Newcastle. At the Aston meeting the five-mile scratch event was won by H. O'Neill, of Dublin, who beat T. G. Brooks, P. W. Brown, and Lambley. A. W. Harris was racing at Harrogate on Saturday, where he secured the mile scratch race. J. Camp won the mile scratch and the half-mile scratch at Biggleswade. On Monday A. W. Harris competed at Coventry and won outright the 30-guinea challenge cup, of which he was the holder. The distance was one mile, and Harris did the last lap in 30 seconds dead, after a crawl for the first three. On Tuesday, at Aston, Harris won the three-quarter-mile scratch, beating Relf, P. W. Brown, and Brooks.

#### The Camps Are Interesting.

The events of the week have been, undoubtedly, the two camps. Bad weather greatly marred the Harrogate camp, where more rain fell than had ever been experienced before during a camp. The racing was largely spoiled, the course being dangerous, the attendance small, and the times slow. Notwithstanding these drawbacks, those who attended the reunion appear to have enjoyed themselves. The Dorking camp has been scarcely interfered with by the weather since its commencement in earnest last Saturday. I have spent several days there and can speak from experience of the camp's success. The high standard of comfort and elegance which prevails throughout this camp as regards the furnishing and decoration of its tents, fully entitles it to rank as the *camp de luxe* of cycling. Such a pitch of perfection has been reached in stocking the camp with boarded floors, carpets, standard and hanging lamps, delicate hangings of Liberty fabrics, massive furniture, including a piano in absolutely every reception tent, flowers in pots and in beds, ferns, enormous Japanese umbrellas, comfortable folding chairs for use out of doors, and every decorative device known to art, that it is well nigh impossible to make any advance on past camps. Liberal hospitality prevails on all hands. Special attention has been paid this year to the illumination of the camp after dusk, and very charming indeed is the spectacle the encampment presents when lighted up with hundreds of varicolored bucket lamps, Chinese lanterns, and, in the case of one club, four midget electric arc-lights.

#### Hillier Disappointed the Merrymakers.

On Wednesday afternoon the Harrogate party, arranged by Lacy Hillier, was expected to arrive at Dorking, and a very humorous reception was prepared for them at the station by the campers. With the aid of theatrical costumes, hurriedly procured from town, a troupe of mummers was organized, including clowns on donkeys, comic policemen, soldiers, ballet girls, and many other eccentric characters. Headed by E. Lane Campbell (one of the ex-presidents of the southern camp), arrayed as a burlesque chief magistrate, carrying in his hand an address of welcome, the company proceeded to the railway station. Notwithstanding a wire from Hillier saying the party would arrive about five, train after train came in from London without any sign of the expected cyclists. At length, tiring of waiting in the afternoon sun arrayed in their fantastic and not altogether comfortable dresses, with their faces bedaubed with "make up," the crowd returned to camp, taking with them the triumphal car provided for Hillier's party. Shortly before eight, however, the Harrogate contingent did arrive, entering camp, in the dusk without attracting notice. Hillier's special saloon had been taken into St. Pancras and the hopeless delay which followed had caused the party to arrive three hours late. About nine the mummers all redressed themselves and the usual carnival took place in camp, followed by an entertainment in the big mess tent. Hillier had with him S. Golder, F. W. Shorland, W. J. Britten, Hollands, Chabot, and Burns. The Dorking camp will not break up till Monday next and many men are going down again this week end, while not a few have stayed down the entire time. On the whole, charming hot weather has been experienced, and the fixture has proved a success—especially financially.

It is reported that W. J. Britten has resigned his position on the trade licensing committee.

Next Tuesday Lawrence Fletcher will start on a safety to attempt to lower Mills' recent record from Land's End to John O'Groats, made on a tricycle.

To-day the Paris-Brussels road race is taking place. D. Lacaille and R. L. Jefferson are stated to have gone over to represent England.

C. W. HARTUNG.

#### "A Soft Answer," etc.

A wheelman and a road hog met on a rough road and each refused to give way to the other. "I never turn out for a — —," "I always do," replied the wheelman, and he pulled his wheel over to the side of the road and went along.—*Sporting Life*.

#### Ran a Dead Heat for Time.

PLAINFIELD, N. J., August 19.—George Coffin and James Willie started from scratch in a twenty-five mile road race over the Fanwood-Scotch Plains course and ran a dead heat for time prize in 1:22:32. S. C. Crane, of this city, won the race.



## IMPRESSIONS OF AN EVERY-DAY MAN.

A preacher in a Boston Sunday-school has declared the bicycle to be one of the greatest modern menaces to the proper observance of the Sabbath.—*Exchange.*

Here we go again on the same old grind. Sunday riding seems to be a thorn in the flesh to those who find it difficult to fill their churches and Sunday-schools—and incidentally the contribution platter. Why it is that the health-giving and pleasure-making machine should be singled out for reprobation as against the thousand and one other alluring devices which beset frail humanity, is beyond me. Nevertheless, among a certain class of shallow-pated and addle-brained dominies, there are no words severe enough to howl at those who ride bicycles on "the Sabbath"—the very use of the word "Sabbath" in place of Sunday, smacks of rolled-up eyes and fingers locked sanctimoniously across the stomach. What the proper observance of the "Sabbath" may be is a mooted question, and not one which can or will be settled by a Boston or Brooklyn Sunday-school teacher or preacher. By the way, the word preacher means a *teacher*. Those who preach to the multitude should not be self-elected Pecksniffs, but good men and true; men of large brain and broad views; men who have been tried and found steadfast; men with ability and sense to guide a not too wise and discerning public; but, alas, the average preacher is in his place simply because he has received a *call*; and he has in the majority of instances received a call because he has found that it is easier to gull or impose upon a congregation of well-meaning folk and so gain a livelihood, than to exercise his muscles shoveling sand or sawing wood. He has also discovered that the surest way to hold his place and to hide his own lack of brains is to attack anything and everything which may be new or pleasurable. He has always done this; his prototype in Egypt did it ten thousand years ago, and every one of him has stood, with all his vindictive strength, squarely against any and every thing which had a tendency to enlighten or advance human kind beyond the narrow bounds which he had set.

The few great-hearted, mighty-brained men whose names go thundering down the ages as champions of right and reason—such men as Beecher and Thomas, and by no means too many others,—are exceptions. These have *preached and taught* men to be better, wiser, and broader, and their lessons have been taken well to heart; but the preachers (save the word) of the Boston and Brooklyn type are the clogs on the wheels of progress; the snarling curs who bark at the heels of improvement. Bicycling the great menace to the *proper* observance of the "Sabbath," forsooth.

"Ye gods, upon what meat doth this our Cæsar feed that he hath grown so great." Why would it not be well for the Boston and the Brooklyn men to make their Sunday-schools attractive and their churches worth the visiting? The veil of superstition has been raised, brethren of the sanctuary, and you can no longer rule men's minds and *pockets* by means of an ill-told story of death and flame. It takes brains and humanity to control the world in these days of enlightenment, and if you haven't got them yourselves, better step down and out and let better and wiser men fill your places. Modern progress is like unto the car of Juggernaut and it behooves you not to immolate yourselves, for you can not stop its onward way. Better leave the innocent and God-given amusements of the world alone and confine your efforts to the care of the homeless and fatherless, and to the great struggle against evil and evil things in which you have the help and sympathy of the people. Rail not against the inevitable; direct if you can, but cease to try governing tactics, the world is too old. And whatever else you do, don't *lie*, don't bear *false witness*, and don't traduce that which you know nothing about. Believe me, you will live longer, get a bigger salary, and get on better with the great, hard-hearted public.

BOLAV.

## MINNESOTA'S NEW CHAMPION.

Our readers, and especially those in the northwest who have watched the rise of John S. Johnson to fame, will be interested in the progress of another very promising flyer, who has succeeded Johnson as champion of Minnesota and the northwest, and who now occupies exactly the same position that did Johnson two years ago.

Berney Byron Bird has had a career which up to its present point is very similar to that of Johnson's before that rider became world-famed; and from present indications Bird promises to make his record also among the greater riders.

Bird was born at Hampton, Dakota Co., Minn., twenty years ago. For the past six years his home has been in St. Paul, and during the last three years he has taken a more or less active part in local amateur wheeling and skating. During the winter of 1891-92 he developed considerable speed as a skater, and carried off most of the local honors. He followed his success up by winning, last summer, first time prize in the Como road race, capturing several less important cycling contests, and also finishing a close second in the ten-mile St. Paul C. C. club championship event.

Again last winter he held a prominent place among the northwestern skaters, but this summer he has overshadowed all his previous work by a continuous series of victories on his wheel, and he now occupies the undisputed title of champion cyclist of Minnesota, having defeated the fastest riders from the Twin Cities, Mankato, Rochester, Winona, and other points in the state—men also representing the best talent in the northwest.

Among the most noteworthy events won by Bird this summer are the twenty-five-mile Como road race in 1:13:03 3-5; the ten-mile championship of the St. Paul Cycle Club in 28:58, and the state championship races of one-quarter, one-half, one, and five miles. He has also established state records as follows: One-quarter mile, :34 3-4; one mile, 2:33 1-5, and five miles, 14:14. His times in the Como road race and ten-mile St. Paul C. C. championship are also state records for ten and twenty-five miles. At some of these distances he has made better time in practice on the Kittsondale trotting track at St. Paul, a track which is by no

means fast. He has covered quarters in :32 and :33, and several times a mile under 2:30.

Bird is well built, stands 5 feet 11 1-4 inches in height, and rides at about 155 pounds. His mount weighs twenty-four pounds and is geared to sixty-four. He competes under the colors of the St. Paul Cycle Club, is modest and unassuming, and is a general favorite.

Much of Bird's experience has been gained in local competition with the famous "John S." when the latter was a local rider, and Bird adopts many of the tactics that have made Johnson so successful. Bird possesses a powerful sprint, which he seems able to bring into action at any time, at any distance, and which invariably lands him a winner, either on skates or wheel.

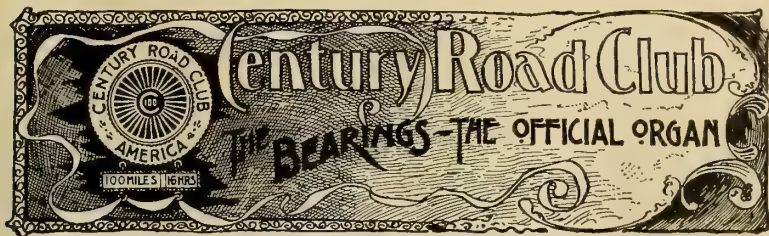
Those who have carefully watched Bird's riding during the past few months predict a great future for him. Now that he has conquered the local field, his success with other than Minnesota talent is awaited with interest.

### The Bicycle in a Star Part.

The new spectacular piece entitled "Cyclistes en Voyage," soon to be put upon the Gaitie stage, Paris, has three acts and eight tableaux: First tableaux, Factory of Bernadin & Co.; second, Cyclists' rendezvous; third, Vanderboon's house; fourth, Race in Brussels; fifth, The cycle track; sixth, The Posada; seventh, Seashore at St. Sebastian (the start); eighth, Neuilly avenue (the arrival).







### CENTURY ROAD CLUB OFFICERS.

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<b>Iowa.</b>	August Stein, 511 Constitution Block, Salt Lake City.
J. W. Soule, 118 E. Main St., Ottumwa.	
C. Lockwood Beed, Hampton.	

### Another Meet at Asbury Park.

ASBURY PARK, N. J., August 16.—The midsummer meet of the Asbury Park A. A. was held at North Asbury Park today, 2,000 people being present. G. M. Wells had everything his own way. Summary:

One-mile open.—G. M. Wells, Asbury Park Wheelmen, first; Paul Grosch, Pastime Athletic Club, second. Time, 2:32 2-5.

One-mile 3:00 class.—F. W. Mosher, first; F. S. Ray, New York, second. Time, 2:42 1-5.

Two-mile handicap.—G. M. Wells, 60 yards, first; W. L. Darmer, Hudson County Wheelmen, 220 yards, second. Time, 4:50.

One-mile 2:40 class.—Durant McLean, Kings County Wheelmen, first; Edwin T. Miller, Vineland Wheelmen, second. Time, 2:43 2-5.

Half-mile handicap.—G. M. Wells, Asbury Park Wheelmen, 20 yards, first; Raymond MacDonald, Riverside Wheelmen, 45 yards, second. Time, 1:10.

One-mile handicap.—W. L. Darmer, 30 yards, first; G. H. Thatcher, 90 yards, second. Time, 2:25 1-5.

### A Queer Decisi on.

The Berlin-Ripon twelve-mile road race, finishing in Ripon, Wis., on the first day of the recent meet, was won by Ed Diebler, scratch, in 55:41; F. R. Peck, second, in 55:53. Peck won time prize as well, but the judges decided that one man must not get two prizes, so they gave the most honorable prize, the best time medal, to the second man in.

### Philadelphia's Big Meet.

The international meet to be given on the Tioga track, Philadelphia, on September 23, under the auspices of the Associated Cycling Clubs, will probably be the largest affair of the kind ever given in that city. Only six events will be given, with a view of having a short programme among first-class men, and the list of prizes offered aggregates a cash value of over \$1,600. A valuable trophy will be offered by Colonel Singlerly, of the Philadelphia Record, for a special handicap event, open only to Philadelphia riders. The programme is as follows: One-mile international; one-mile 2:50 class; one-mile invitation handicap open to riders with a record of 2:35; one-mile special handicap, open only to Philadelphians; two-mile handicap; one-third mile open.

### Burke Wins Everything.

MORRISON, ILL., August 18.—D. L. Burke, ex-champion of the Pacific coast, came down here on a little pot-hunting excursion and was quite successful. He preferred to ride here where he would have an easy time of it, to riding against the men on the circuit. He won the mile open, half-mile open, quarter-mile open, and three-mile open. Lawrie captured the Whiteside County championship and Rosebrook the northwestern Illinois championship and 2:40 class race.

### Kansas City's Preparations.

KANSAS CITY, MO., August 21.—Kansas City racing men are hard at work training for the meet on September 1 and 2, which will be the biggest thing of its kind ever seen west of the Mississippi. The track is in good shape, but some improvement will be made in the banking of the last turn. Visiting contestants will find sleeping quarters at the park at their disposal. The prize list consists of a piano, three high-grade wheels, and half-a-dozen watches, diamonds, etc. Mr. Fred Patee has agreed to officiate as referee; L. W. Conkling will be starter, and W. M. Brewster one of the judges.

### On Lake Minnetonka.

Last Sunday the visiting wheelmen at Minneapolis were invited out to Lake Minnetonka by President Choate. Here all had dinner and were afterward taken for a delightful sail around the beautiful lake. In the party were A. L. Atkins, George Taylor, Bliss, Githens, Dimberger, Spooner, and others. All that was possible was done to make the trip an enjoyable one.

### Ripon Will Give More Races.

Ripon will give another meet next year. The Ripon Cycling Club is attempting to purchase the half-mile track. Nearly \$1,000 was cleared this year, and more could have been made by scrimping, but this the club would not do.

### N. C. A. Expects English Riders to Compete.

PHILADELPHIA, PA., August 20.—O. S. Bunnell, of the N. C. A., in an interview with a BEARINGS correspondent, says: "We have had a number of hard knocks from the cycling press, but you can assure yourself the N. C. A. is in the field to stay. About the middle of September we will have some of the best English riders and in all probability others of equal note from other countries. Out in Iowa I picked up a new rider who will prove a wonder. We will open the eastern circuit in New York and take a round of the eastern cities."

The Philadelphia contingent of the World's Fair visitors to see the international races have returned. They relate many and varied experiences of their Chicago visit and are enthusiastic over the races, especially the five-mile and third-mile open.

The Quaker City Wheelmen had representatives at Chicago securing the entries of all the prominent riders at the big meet.

### May Be it Was the Cornetist.

It was reported in Minneapolis that Zimmerman's non-appearance at the race meet Saturday was the fault of several young society belles of Ripon, who had induced him to lay over there for a needed rest. The Minneapolis Track Association was thereby placed in a bad light before the public. President Choate said that he personally saw Zimmerman at Chicago and received his promise that he would surely be present; and that Irwin, of the Racing Board, also gained his promise to attend. Zimmy also promised Eck he would come, and at Ripon he instructed H. R. Steenson, who left at the close of the first day's racing, to see that his entries were all right. It would seem then that at the last moment he changed his mind. Steenson's confirmation of previous promises led the management to advertise the "great man of cycling." President Choate declared he would much rather have given a cool \$1,000 from his own pocket than have had this happen.

### Would Like to Ride for the Dust.

They were standing in the West House in Minneapolis admiring a handsome silver urn incased in a glass covering. The housekeeper approached. "Do you wish to know the history of the urn?" she said. An answer in the affirmative brought the information that it contained the ashes of Colonel West (the founder of the West House), who had been cre-



mated. Quiet, in great solid chunks, descended on all but little curly-headed Mike Dirnberger, who showed nineteenth century lack of esthetic taste when he declared he "would like to see that up as a prize in a mile handicap race."

#### Ohio Road Race.

CIRCLEVILLE, OHIO, August 19.—Several thousand people witnessed the first road race of the Circleville Cycling Club today. The course, a circuitous one, was twelve miles long, and Lyman Dresbach, with 6 minutes, won in 42:56. Frank Olds won second place from scratch and made best time, 38:54. O. A. Silver was third in 39:26. Cycle racing is on the boom here now and a tournament will be held on the driving park track in a few weeks.

#### Zim's Old Star.

The old racing Star bicycle upon which Zimmerman first gained notoriety is in the possession of Joseph Landschutz. He has it painted yellow, with his advertisement placed conspicuously upon it. The wheel is ridden by one of his machinists, who delights in taking frequent runs upon it to Willow Grove.—*Philadelphia Cycle Guide.*

#### Pride Goeth Before a Fall.

Sanger imitated Vanderbilt and said to the Telegram Club, "The public be d—d." The club retaliated by "firing" Sanger, and now the shoe is on the other foot. Sanger shouldn't ape the manners of the rich.

#### Just Like Anson.

The officials of the cash prize league are talking just like base-ball magnates. Bunnell tells of picking up a phenomenon in the backwoods who will be a wonder. It reminds us of your Uncle Anson when he signs a new player.

#### Michigan Nominations.

At a meeting held at Flint, Mich., last Tuesday, the following ticket was nominated: Chief consul, R. G. Steele, St. John; vice consul, A. H. Griffith, Detroit; secretary-treasurer, W. H. Stephens, Grand Rapids.

#### Zim Branching Out.

Zimmerman will compete in the games to be held here September 16. He will try for the standing broad jump record and will try to outjump Schwaner, the present record holder.

#### ODDS AND ENDS.

Bert Harding, the St. Louis racing man, is seriously ill with typhoid fever.

L. D. Robertson, of Toronto, Ont., has reduced the Canadian quarter-mile flying-start record to :33 2-5.

The 100-kilometer record on the Champs de Mars track, Paris, was lowered to 3:10:06 by Finisterwald.

All of the preliminary heats at the Chicago meet were fiercely contested. "It's not a heat," said a witty rider, "it's a hot."

A 24-hour road race will shortly be held at Pittsburg to decide the road championship of western Pennsylvania.

Many cyclists of the gentle sex are seen this year at Boulogne-sur-Mer. Zouave trousers are generally worn by the charming visitors.

A. and R. Ilsley now hold world's records from a quarter mile up to the hour, making 24 miles 1,360 yards upon a Raleigh tandem within the hour.

On August 31 the Kazoo Cycling Klub, of Ottawa, Ill., will give a field day. Three hundred dollars worth of prizes are divided up among nine races.

The 6-hour race on the Buffalo track, Paris, was run August 10. There were seven starters and it was won by Stella, who made 112 miles; Dubois second.

Masetti, the Italian who is riding to Chicago, has passed through Cologne, Germany. He had a splendid ride through Switzerland and Germany.

A match is announced between Fournier and Dubois for the hour record now held by Fournier. It is believed Fournier will win, as Dubois totally lacks sprinting qualities.

The Cook County Wheelmen will hold an ordinary century run September 3 over the Elgin-Aurora course. Only riders of solid-tired machines will be allowed to participate.

It seems strange that Zimmerman, one-mile champion of America, should ride an English wheel, while Sanger, one-mile champion of England, rides an American-made machine.

Lawrence Fletcher has just made, on the Raleigh, a new Irish 24-hour record, beating previous records by twenty miles. Mr. Fletcher's machine was a Model "A" Raleigh, weighing twenty-six pounds.

S. Redman, of Fostoria, Ohio, went on a run recently, and took a revolver with him to shoot dogs. He took a tumble and the gun went off, the contents taking effect in a vital part and killing him.

The Quaker City Wheelmen's twenty-five-mile road race at Philadelphia will be a great success unless plans miscarry. The course this year is much superior to that of last, and good time ought to be made.

Japanese riders have formed the Japanese Cyclists' Association at Tokio, and have secured a clubhouse. The association will subscribe for cycling periodicals and will order wheels from abroad for its members.

The international cycle race from Paris to Brussels was run August 12. The total value of prizes amounted to \$800. The presence of Mills and some of the best English amateurs, with the Dutch and Belgians, made it an important event.

Charles Townsend, whose writings under the nom-de-plume of "Tertius" are familiar to readers of cycling papers in this country, is in Chicago taking in the Fair. Mr. Townsend is an actor and will star this season in "The Midnight Hour."

The wheelmen of Toledo, Ohio, have been presented with a lot at Niloseean Beach, by F. B. Losee, on which to build a clubhouse. Last Sunday they had a run to inspect the place, and were royally entertained by Mr. Losee and a bevy of pretty girls.

Eden, the world's champion skater, is now a racing man. Having used a cycle for a year only, he has succeeded in beating Scheltema-Beduin and Rademaker in the Holland one-mile and the five-kilometer races. It is rare to see an athlete champion in two different kinds of sport.

The Berkshire County Wheelmen will hold a tournament at Pittsfield, Mass., Saturday, September 2. The prizes are valued at \$1,125 and include a number of high-grade wheels. Osmond has entered, and most of the other flyers have promised to compete. The last meet held in Pittsfield was during the flourishing days of the ordinary, when Rowe and Hendee swept everything.

### AMERICAN RECORDS TO DATE.

#### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
¼-mile flying start	:27*	A. A. Zimmerman	Chicago, Aug. 11, 1893
¼-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
½-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
½-mile standing start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 6, 1892
¾-mile standing start	1:41 1-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile standing start	2:15 2-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile standing start	2:11 2-5*	H. C. Tyler	Chicago, Aug. 8, 1893
1-mile standing start	2:09 4-5*	W. C. Sanger	Milwaukee, July 29, 1893
2-mile standing start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:47 2-5*	John S. Johnson	Pittsburg, June 24, 1893
3-mile standing start	7:38 3-5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31†	Frank Waller	Indianapolis, July 5, 1893
3-mile standing start	7:15 3-4†	John S. Johnson	Minneapolis, Aug. 18, 1893.
4-mile standing start	10:13 1-5*	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1-5*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3-5*	A. E. Lumsden	Evansville, Oct. 6, 1892
6-mile standing start	15:15 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile standing start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile standing start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

#### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
¼-mile flying start	:27†	A. A. Zimmerman	Hartford, Sept. 6, 1892
¼-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
½-mile flying start	:30 *	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
½-mile standing start	:57 4-5*	W. W. Windle	Springfield, Oct. 8, 1892
¾-mile standing start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 8, 1892
¾-mile flying start	1:30 4-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	1:34†	W. W. Windle	Springfield, Oct. 8, 1892
1-mile flying start	2:02 3-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	2:05 2-5*	W. W. Windle	Springfield, Oct. 8, 1892
2-mile standing start	4:28 3-5*	W. W. Windle	Springfield, Sept. 30, 1892
3-mile standing start	7:04 3-5*	W. W. Windle	Springfield, Sept. 29, 1892
4-mile standing start	9:26 3-5	W. W. Windle	Springfield, Sept. 29, 1892
5-mile standing start	11:41	W. W. Windle	Springfield, Sept. 29, 1892
6-mile standing start	15:11 1-5	Hoyland Smith	Hartford, July 5, 1892
7-mile standing start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
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45-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

#### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:33:30†	J. W. Linneman	Newark, July 15, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.



# The Columbia Pneumatic Tire

Is recommended by the manufacturers of the highest grade bicycles in the world, because they believe it to be the best, the fastest, the most resilient, the least liable to puncture, the best wearing, and the most easily repaired of any tire yet invented. This tire is backed up by the Columbia guarantee, the most complete and strongest guarantee known to the bicycle trade. Moreover it is the most expensive tire to manufacture of all the various kinds in present use. Buyers of bicycles will do well to keep in mind one fact evident to all who know Columbias and Columbia dealing—If this company believed that a better tire existed than the one it now uses, that tire would be placed on its wheels regardless of cost.

No question of cost ever enters into the construction of a Columbia Bicycle. The best results are the only consideration.

POPE MFG. CO.,

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MENTION THE BEARINGS.

—>◊◊ Our New Tire ◊◊<—

## The Wizard

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

AMONG the tires we offer for general sale is our new tire, to be known as

THE "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

Hartford Rubber Works Company, Hartford, Conn.

MENTION THE BEARINGS



# FAIR vs. FAKE ADVERTISING.

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We believe that any bicycle manufacturer who advertises wins on his wheel, when made by a "band of hired men" (supposed by the public to be "simon pure amateurs"), will as well "fake" the public on matters of greater importance. Don't you?

We haven't found it necessary to engage any men to "push a pedal" for us, yet. Where is there one wheel made today that can lay honest claim to as many prominent wins in races since May 30th, 1893, as

## THE FOWLER.

When you consider that we have only made 1,400 wheels, won't you concede that our success has been without an equal?

WE TELL YOU WHY:

Every claim made by us has been a fact not a "fake."

**The FOWLER of the future will be kept  
at "the top."**

When you see anything over our name "it's a fact." We always talk facts.

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**Oh! Yes!**

*Next week we will  
have a raft of wins  
on the FOWLER by  
"simon pure" ama-  
teurs.....*

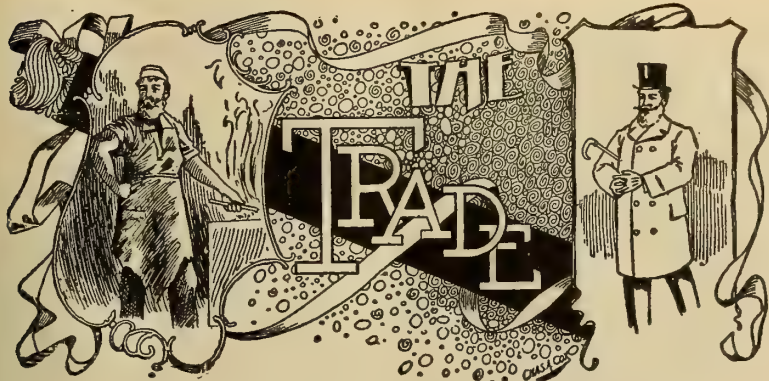
**HILL CYCLE MFG. CO.,**

**142-44-46-48 W. Washington St.,**

**CHICAGO.**

MENTION THE BEARINGS





## COLONEL POPE'S SUGGESTIONS.

How the Unemployed could Be Given Work during the Hard Times—Congress Should Act.

EDITOR THE BEARINGS: The editors of the newspapers of the country mold and direct public opinion. Whatever views they may advocate in the editorial columns command attention and often influence legislation. The great need of prompt action being taken to prevent industrial and social calamity, moves me to submit to your consideration some suggestions from a manufacturing and commercial standpoint.

The present business depression has closed many industrial establishments, has caused hundreds to be run on reduced time, while others are being operated without profit in order that employees may be given work. As a consequence a large number of men, many of whom have families dependent upon them, have been thrown out of employment. This is a subject of grave concern to all the people of this country.

To alleviate the present distress and to provide against worthy workmen and their families becoming objects of charity, I suggest that the state legislatures and city and town authorities take immediate steps to furnish employment in the construction of public works, and in no way can this labor be more wisely employed than in the betterment of the highways.

To illustrate the value of the work that might be done, it is stated in the report of the Massachusetts highway commission that the loss from bad roads in the state amounts to between five and ten million dollars per annum, —probably a larger sum than would be needed to put the roads in good condition. It has been estimated that Illinois loses \$100,000,000 per year from bad roads.

States, cities, and towns can borrow the money needed, and the labor and materials can be obtained cheaper at present than in times of prosperity. Philanthropy, economy, and wise statesmanship dictate that the idle should be given employment, as that employment means a direct gain to the entire community, and will promote health, happiness, and prosperity, and prevent poverty, degradation, and crime.

During the present session of Congress, as soon as the silver question is settled, why should not a bill be passed making liberal appropriation for the irrigation of arid lands, thus giving employment to the miners of Colorado, Montana, and other western states, and opening up vast tracts for agricultural purposes. This would add greatly to the value of public lands, and would ultimately prove to be a profitable investment to the Government.

The amount of gold might be largely increased if Congress were to pass a bill making appropriation for the construction of suitable barriers in the districts where hydraulic mining is prohibited by law because of the damage done to rivers and farm lands by the debris. These internal improvements could be made on the same principle that harbors and rivers are improved. It is estimated that there is sufficient gold in districts in California that might be obtained by hydraulic mining processes, to pay off the sum of the national debt several times over.

Congress should feel the solemn responsibility that now rests upon it and should bear in mind that its present duty lies in alleviating the evils of the business depression and promoting the welfare of the laboring classes. A great industrial and social emergency has arisen within the past few months, and the peace and prosperity of the country is threatened. Wise legislation can avert the pending disasters. Public works might now be undertaken which would be of incalculable advantage as a means of providing immediate relief and securing great future benefit.

Very truly yours, ALBERT A. POPE.

BOSTON, MASS., August 21.

### Deupree & Brodnax Assign.

Deupree & Brodnax, of Memphis, made a partial assignment Tuesday, preferring Lozier & Co. for \$5,255.19 and Kingman & Co., second, for \$4,600. The total liabilities are \$12,800, and the assets, \$19,500, showing a surplus of \$6,700. The assignment was caused by the suspension of their bank and the locking up of all their ready cash. Kingman & Co. were disposed to crowd them and they thought it best to assign. There is no question of their paying in full, as they have a surplus of nearly \$7,000 and their notes are all secured by liens on wheels. If arrangements can be made with Kingman & Co. they will resume.

### Makers of the "Arrow" Fail.

INDIANAPOLIS, IND., August 21.—An assignment has been made today by the Standard Mfg. Co., for the benefit of its creditors, to the Union Trust Co., of this city. The property assigned consists of the bicycles and materials on hand, and the machinery, tools, and other appliances constituting the company's plant on Virginia avenue in this city, and the outstanding notes and accounts. At a meeting of the board of directors held this morning, it was decided that this course was the only one that could be taken in deference to the interests of creditors. The company has on hand a large amount of material and a well-equipped plant, and also has in the market one of the best bicycles in use, but it has no money to meet maturing obligations, much less to manufacture the stock on hand and purchase additional supplies. The assignee will proceed at once to take an inventory of the property, and a statement of the condition of the company will be prepared. As the company's assets consist mainly of the materials, machinery, etc., on hand, it is plainly obvious that unless a way be found to manufacture the material into bicycles and put them on the market, but little, apparently, can be realized from the property. The assets and liabilities are about \$60,000 each. The stringency in the money market is said to have been the cause of the failure.

### E. C. Stearns & Co. Accept the Challenge.

E. C. Stearns & Co., of Syracuse, N. Y., makers of the Stearns, have accepted the challenge of the St. Louis Refrigerator & Wooden Gutter Co. and have sent them the following letter:

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., ST. LOUIS, MO.

Gentlemen: In your catalogue for 1898 appears the following challenge:

"To show that we mean what we claim, we issue the following challenge to any maker of first-class bicycles in the world: The manufacturer of the machine wishing to contest with the Lu-mi-num shall select two judges, we to select two judges, and the four judges to select one more. They are to put the machines to all the various tests necessary to show their strength. If the judges do not testify that the Lu-mi-num is by far the strongest frame, we will contribute \$500 to any charitable institution the manufacturer of such bicycle contesting may name. If it is proven, and the judges so testify, that the Lu-mi-num is twice as strong as the steel tubing frame contesting, the manufacturer of such bicycle shall contribute \$500 to any charitable institution we may name. And if, further, the contest shows that the Lu-mi-num is three times stronger than the steel frame bicycle contesting, the manufacturer of such bicycle shall contribute \$750 to such charitable institution as we may name. Machines to weigh thirty pounds and under."

We hereby accept this challenge, and upon completion of arrangements for the tests will forward to any one of the prominent cycling journals that may be agreed upon, a certified check for \$750, to be held by them as trustee to abide the result of the contest. We are anxious to have the tests take place as soon as possible, and would like to hear from you at your earliest convenience in relation to the matter.

Very truly yours,

SYRACUSE, N. Y., August 22.

E. C. STEARNS & Co., per H. E. Maslin.

### W. D. Womack Fails.

KANSAS CITY, MO., August 21.—On Saturday attachments were filed on the stock of W. D. Womack, the largest retail bicycle agent in this city, by the Simmons Hardware Company, of St. Louis, for \$2,601.94, and the W. Bingham Company, of Columbus, Ohio, for \$1,784.69. The sheriff has taken possession. Mr. Womack is general agent for the Imperial and Telegram cycles, and has been doing a large business. As he is at present in Colorado, a reliable statement of the firm's affairs can not be obtained. It is stated, however, that much of his stock is the property of manufacturers, sent on consignment, and that the attachments will be contested in the courts. Mr. Womack's inability to realize on notes taken in part payment for wheels is the supposed cause of his failure.

### Trade Tips.

Nickel steel.—The best material to stand concussion and resistance to cracking is the composition metal nickel steel; this metal has been found by the Government to give the best results in tests for the plates of the war ships, which have to stand hard knocks. It seems that it would be a good material to make light rims, as it is hard to crack and very tough.

Aluminum.—A metal that promises to enter considerably into the construction of bicycles was discovered by Wohler in 1828, but no attempt was made to make it in any quantity until 1855, and then, on account of its very high cost and the difficulty and long time required in the process (six months), it remained in seclusion. After experimenting for thirty years, a Mr. Webster, of Birmingham, discovered a method of making aluminum, at one-tenth the cost of the former process, by alum and pitch calcined together; and the resulting cinder, after further process, yielded the metal containing 90 per cent. of aluminum.

Height of vise.—The hump so necessary to speed and power on a cycle is not necessary at the work bench, especially when filing. The right height for the vise is obtained, according to the *Scientific American*, by standing up straight with elbows to the side; then raise the upper part of arm so the tip of the finger touches the chin; the top of the vise should be level with the elbow and that distance from the floor.

### Stock is Getting Low.

The *Paris Pedale* says that Messrs. Menier, the manufacturers of the celebrated pneumatic, will organize a 24-hour race next year in France. The regulations will be the same as the English Cuca Cup race. The French say their stock of records is getting low.



### Recent Patents.

- 501,493. Velocipede. Frank P. Crosby, Chicago, Ill.  
501,501. Child's cycle. Otto Gehricke, Heidelberg, Germany.  
501,525. Vehicle wheel. John H. Morris, Seward, Neb.  
501,587. Drive chain. Francis Gleason, Philadelphia, Pa.  
501,588. Wheel tire. Emile H. Grenet, Paris, France.  
501,625. Driving-wheel adjustment. Sidney H. Percy, Chicago, Ill., assignor to the Sunol Bicycle Co., same place.  
501,626. Gear-case. Sidney H. Percy, Chicago, Ill.  
501,665. Bicycle bell. Arvid J. Sandgren, Hartford, Conn.  
501,712. Velocipede. James E. A. Gibbs, Raphine, Va.  
501,715. Valve for pneumatic tires. Frederick W. Hardwick, Passaic, N. J., assignor to the New York Belting and Packing Co. Ltd., of England.  
501,716. Pneumatic tire. Frederick W. Hardwick, Passaic, N. J., assignor to the New York Belting and Packing Co. Ltd., of England.  
501,782. Velocipede saddle. Lewis W. Harper, New York Mills, Minn.  
501,874. Bicycle driving-gear. Richard B. Cunningham, Hillsborough, Ohio, assignor of two-thirds to P. J. Geyler and O. S. Price, same place.  
501,967. Wheel tire. John T. Smith, Bridgeport, Conn., assignor of one-half to Arthur Herbert Smith, New York, N. Y.  
501,992. Vehicle wheel. David Crowther, Huddersfield, England.  
502,002. Pneumatic tire. Rudolph W. Huss, Chicago, Ill., assignor to Charles G. Page, trustee, same place.  
502,003. Pneumatic tire and device for inflating same. Thomas B. Jeffery, Chicago, Ill.  
502,006. Vehicle wheel. Alexander L. H. Messmer, Gardner, Mass., assignor to Heywood Bros. & Co., same place.  
502,017. Bicycle saddle. Louis L. Richmond, Meadville, Pa.  
502,047. Pneumatic tire. Fred W. Morgan and Rufus Wright, Chicago, Ill.  
502,048. Pneumatic tire. Fred W. Morgan and Rufus Wright, Chicago, Ill.  
502,110. Bicycle saddle. Joseph Bethune, Chicopee Falls, Mass.  
502,232. Bicycle. Hugh Lind, Whitewater, Colo., assignor of one-half to J. R. Snyder, same place.

### Aluminum Cycles.

Commenting upon the recent test made by the St. Louis Refrigerator & Wooden Gutter Co. of their aluminum cycles, the *Cyclist* says that the report of Professor Johnson is not entirely satisfactory. The English paper argues that testing the frame by hanging a dead load on it, although a good test, is not as good as a practical test on the road. The only advantage it can see in the use of aluminum is in the direction of reducing weight, and yet the weight of one of the new wheels is the same as the old. The claim for non-oxidization, it says, is not worth consideration.

We would inform our English contemporary that the St. Louis Refrigerator & Wooden Gutter Co. are yet experimenting and that they propose to turn out lighter wheels. The thirty-pound machine compares with the heavy roadsters of forty-five pounds weight made by other companies. The St. Louis Co. claim that their machines will wear much longer than any other, and do not boast of being able to turn out feather-weights scaling twelve pounds or under.

### Schub is Doing a Big Business.

While business generally is dull in Chicago, still there is one house which is doing a smashing business—that of C. H. Schub. Unlike many others who are cutting prices, Schub makes no secret of departing from list, but heralds the fact to the world. One hundred and fifty dollar bicycles—and good ones at that—can be had for 50 per cent. on the dollar or less, and they are going like hot cakes, nearly a hundred being disposed of last week.

### Hill Co. Handle Wooden Rims.

The Hill Cycle Mfg. Co. have been appointed agents for Chicago and the west for the Hager wooden rim. Although the weight of the rim can be reduced from four and a half to two and a half pounds, the rim is still guaranteed for road use. There are a large number in use and all are giving satisfaction. The Hill Co. are now prepared to change rims for any one at a very moderate price.

Walter Steuber, who won all the Michigan state championships, is now connected with the Detroit Cycle Co. Ltd. He was formerly with the Schultenburg Co.

John T. Holmes and Miss Lottie Roberts were married in Detroit last Tuesday. Mr. Holmes is treasurer and general manager of the Detroit Cycle Co. Ltd.

J. B. Thorsen, of the Thorsen & Cassady Co., Chicago, will be married to Miss Florence Olsen next Friday.

The Overman Wheel Co. has sent out to its agents neat clothes-brushes, with the Victor ad. on the top.

Horace Bell and family have gone to their country house in Indiana.

M. D. Rucker has been appointed chairman of Humber & Co.

### A Chinese Race.

The only two Chinese bicyclists in the city afforded considerable amusement to pedestrians on Main street one afternoon by running a race. It being Sunday, there was a lack of vehicles on the street, in consequence of which the Chinese riders had a clear way. Getting about even with each other, the Chinese movement was executed on wheels, and the wabbly riders sent the pedals around at a rapid rate. It was a noticeable fact that the celestial riders had taken great care to tie up their queues, thus preventing entanglements and accidents. The Chinamen have been riding bicycles but a few weeks. This is why the onlookers thought it so funny. With head down and an unsteady movement, the cyclers from the Flowery Kingdom flew down the street. Their heads bobbed so peculiarly that it reminded some cyclers who saw the race of a well-known Riverside wheelman. The names of both riders are Wong Fook, they being brothers. —*Los Angeles (Cal.) Herald.*

## SEPTEMBER 20 AND 21. Maryland Bi. Club's International Race Meet \$3,500 IN PRIZES.

Entries close Sept. 13.

P. W. PITT, 302 N. Eutaw St., Baltimore.

### FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed. We have entry blanks for all races marked with a star, and will forward to racing men such as may be requested, on receipt of postage.

#### AUGUST.

- 26—International circuit meet, Century C. C., Cincinnati.
- 26—Quaker City W. annual meet, Philadelphia.
- 26—Riverside A. C. meet, Waverly, N. J.
- 26—Muncie (Ind.) C. C. race meet.
- 26—Westfield, N. Y., race meet.
- 26—Lakeside Wheelmen's meet, Westfield, N. Y.
- 26—\*Montreal Bi. Club's Meet. Address David J. Watson, Box 958, Montreal, Canada.
- 28—Jacksonville, Fla., race meet.
- 29—Batavia, N. Y., race meet.
- 30—Monadnock C. C. race meet, Keene, N. H.
- 30—International circuit meet, Cleveland, O.

#### SEPTEMBER.

- 1—Norristown (Pa.) Wheelmen's meet.
- 1—Races at County Fair, Decatur, Ill.
- 1-2—\*Kansas City Cyclists' meet. Address E. P. Hall, 20 W. Missouri St., Kansas City, Mo.
- 1-2—\*Crescent Bi. C. meet. Address O. Aschard, Saginaw, Mich.
- 2—Crescent C. C., Birmingham, Conn., international circuit meet.
- 2—Norristown (Pa.) Wheelmen race meet.
- 2—Malden B. C. race meet, Waltham, Mass.
- 2—\*Berkshire Co. Wheelmen's meet. Address F. M. Miller, Pittsfield, Mass.
- 2—Crescent C. C. race meet, international circuit, Birmingham, Ct.
- 3-4—Poughkeepsie (N. Y.) B. C. races.
- 4—Union Co. Roadsters race meet. Address A. H. Chamberlain, Box 55, Rahway, N. J.
- 4—Rutherford (N. J.) Wheelmen's race meet.
- 4—Canton (O.) B. C. race meet.
- 4—Muscatine, Ia., race meet.
- 4—Bergen Point (N. J.) A. C. open cycle races.
- 4—Waltham Cycle Club's tournament. Address F. E. Swan, 4 Crescent St., Waltham, Mass.
- 4—\*Diamond Wheelmen meet. Address C. M. Hobart, 713 Gd. River Av., Detroit, Mich.

#### September—Continued.

- 4-5—Bay City (Mich.) B. C. race meet.
- 4-5—Hartford Wheel Club's tournament, Charter Oak Park.
- 4-5—Eighth annual race meet, Syracuse Athletic Association, Syracuse, N. Y.
- 4-5—Diamond Cycling Tournament of Columbus (O.) C. C.
- 6—\*Springfield Wheelmen Meet. Address Leroy Herron, Springfield, O.
- 7—Lynn (Mass.) Cycling Association meet.
- 9—Boston Associated Cycling Clubs' meet.
- 9—Garden City Cyclers' meet, San Jose.
- 9—Second annual meet of Riverside Wheelmen, Riverside, Cal.
- 12-14—Grand Forks, N. Dak., race meet.
- 13-14—Annual meet of S. Bi. C., Springfield, Mass.
- 14-16—Chicago A. A. U. championships.
- 15—Hudson (N. Y.) B. C. race meet.
- 14-15—\*Worcester East Fair, Clinton, Mass.
- 16—International meet, Metropolitan A. C. C., New York.
- 19-20-21-22—Chenango County Agricultural Society's meet, Norwich, N. Y.
- 20—Glens Falls, N. Y., race meet.
- 20-21—Baltimore (Md.) B. C. meet.
- 20-21—Tournament at Peru, Ind.
- 22—Columbia B. C. race meet, N. Attleboro, Mass.
- 23—Mercury Wheel Club race meet, Flushing, L. I.
- 23—Philadelphia A. C. C. international race meet.
- 23—Philadelphia Associated C. C.'s meet.
- 23—Mercury Wheel Club's first annual tournament, Flushing, N. Y.
- 25—Special meeting National Assembly, Buffalo.
- 26-27-28—Interstate Fair Association meet, Trenton, N. J.
- 27—Penn Wheelmen international meet. Address F. B. Shalters, secretary, Reading, Pa.
- 30—K. C. W. race meet, Brooklyn.

#### OCTOBER.

- 17-18—Savannah (Ga.) Wheelmen fall tournament.

## PERFECT POCKET OILER

(IMPROVED PATTERN.)

Is generally recognized as the best and neatest oiler in the world for the following plain reasons: First—It is thoroughly tight and clean. Second—It is always ready for instant use. Third—It is never out of order and it is practically imperishable. Fourth—It regulates the supply of oil better than any other oiler. It not only makes your oil last longer but saves your machine from the grease and dirt caused by too much oil.



Price 25c. each, handsomely nickeled.

CUSHMAN & DENISON,

One-Half Actual Size.

172 Ninth Avenue, New York



### ...HOLDERS...

To carry above oil-can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. We also make a larger size holder to carry your Pneumatic pump. Handsomely nickel plated.

Price for either size 25 cents each.


CUSHMAN & DENISON, 172 Ninth Ave., N. Y. City.  
MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 5

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, SEPT. 1, 1893.

## WALTER SANGER'S EXPLANATION.

**Trainer Culver Denies all the Charges Made against the Milwaukeean—Sanger Goes to Springfield.**

Walter Sanger, if he can get in shape, will ride at Springfield. If he can not regain his lost form by that time he will not race again this year. He passed through Chicago last Tuesday on his way to the famous track, accompanied by Trainer Culver. Sanger is about ten pounds over weight, and in poor condition. He has entirely recovered from his internal injuries, but one wound on his hip is running yet. While resting in Milwaukee he tried a flying quarter, and :36 was the best he could do. His trainer tried the same distance and was only two seconds slower than Sanger. So it will be seen that the Milwaukeean is not even fit to meet a third-rater. Culver hopes that the bracing air and the splendid track at Springfield will put new life into his man.

Mr. Culver stopped at THE BEARINGS office on his way east. He had considerable to say regarding the recent trouble in Milwaukee. First of all he denied that P. H. Sercombe paid the expenses on the European trip. He says that the trip cost about \$800 and Sanger's father signed all the checks. Culver said that he could prove this to the satisfaction of the Racing Board, if necessary. Regarding the rumor that Sanger was dicker-ing with an eastern firm, he denied it. He said that the Milwaukeean was perfectly satisfied with the wheel he was riding and would make no change. Culver's side of the story regarding the row with the Telegram Club differs somewhat from the others. He says that Sanger was asked to ride at the meet before he fell. After he was injured he was asked if he would ride. He told the officials of the meet to enter him in the mile open and the handicaps, but not to advertise the fact, as he was not certain that he could ride. He asked Culver if he should mount and was advised not to, after he had tried a quarter. The Tuesday morning after the races he sent in his resignation to the Telegram Club, but the officials claim that they did not receive it and voted to expel him.

Sanger is disgusted with clubs at present and will enter from Milwaukee. The Springfield Bi. Club want him to ride under their colors, but he has not yet made a decision. Culver says that Sanger does not know whether he will ride at the Chicago meet, but he will not make a special race with Zimmerman.

## OSMOND IS DEFEATED.

TORONTO, ONT., August 30.—After having to postpone their races twice on account of rain, the Toronto Bicycle Club were today treated to a slice of good weather, and 5,000 people watched F. J. Osmond get up for the first time in this country. Hyslop showed better form than when in Chicago and beat both Osmond and Rhodes. Two records were smashed, one of them being by Osmond, when he beat Zimmerman's half-mile record of 1:07 4-5 by two-fifths of a second in one of the heats of the half-mile handicap, when he ran unplaced. Hyslop lowered the five-mile record to 13:03 3-5, after Osmond had paced for four and one half miles.

Osmond rode well, but, as he said, he has not regained his sprinting powers and was beaten out by Hyslop and Rhodes. The corners were bad and both Osmond and Rhodes had great difficulty in holding them. Rhodes was fouled badly by Hyslop in the mile open, the Canadian passing on the inside, crowding Rhodes out. Rhodes and Osmond then sat up and Hyslop won. Johnson stayed over two days, but as he had to race at Kansas City he left here last night.

### Summaries.

One-mile novice.—F. W. Gullet, first; T. W. Caryle, second. Time, 2:46.  
Quarter-mile open.—W. Hyslop, first; W. A. Rhodes, second. Time, :34 4-5.  
One-mile 2:45 class.—T. B. McCarthy, first; H. Talton, second. Time, 2:37 3-5.  
Half-mile handicap.—C. C. Harbottle, 45 yards, first; W. A. Rhodes, 35 yards, second. Time, 1:04.  
One-mile open.—W. Hyslop, first; W. A. Rhodes, second; F. J. Osmond, third. Time, 2:29 3-5.  
Two-mile 6-minute class.—F. W. Young, first; H. D. McKellar, second. Time, 5:52.  
Five-mile open.—W. Hyslop, first; W. A. Rhodes second; W. M. Carman, third. Time, 13:03 3-5.  
One-mile city championship.—C. C. Harbottle, first; F. W. Young, second. Time, 2:34.

## ZIMMERMAN AT CLEVELAND.

CLEVELAND, OHIO, August 30.—After many trials and tribulations the Cleveland Wheel Club managed to run their first day's races. The races were scheduled for yesterday, but rain prevented their being run. A number of the prominent men who had entered did not show up, but Zimmerman and Meintjes, the South African, were on hand. The programme was run partly in the afternoon, and partly in the evening by electric light—an experiment that proved very successful.

In the second heat of the one-mile handicap Conn Baker, of Columbus, rode from seventy-five yards, without qualifying, in less than 2:20, the fastest time of the meet. The track is a quarter-mile, poorly banked, and was heavy from the recent rains.

There was a wild report abroad that Zimmerman was affected with heart trouble, but the report is entirely without foundation.

There was a crowd of over 2,000 present in the afternoon, and about 2,500 in the evening.

### The summaries: afternoon:

Quarter-mile open, final heat.—A. A. Zimmerman, first; A. I. Brown, Cleveland second; Conn Baker, Columbus, third; E. C. Johnson, Cleveland, fourth; A. L. Baker, Columbus, fifth. Time, :35 2-5.

One-mile open.—A. A. Zimmerman, first; L. S. Meintjes, second; W. F. Murphy, third; A. W. Warren, fourth; A. L. Baker, fifth. Time, 2:35 4-5.

Half-mile open.—A. A. Zimmerman, first; L. S. Meintjes, second; L. C. Johnson, third; E. C. Johnson, fourth. Time, 1:12 4-5.

One-mile novice, final heat.—L. C. Dorn, C. W. C., first; B. K. Updegraff, L. C. C., second; W. K. Meyers, C. W. C., third. Time, 2:55.

Half-mile 1:10 class.—E. C. Johnson, L. C. C., first; A. I. Brown, Cleveland, second; A. L. Baker, Columbus, third. Time, 1:12 2-5; last quarter, :30 4-5.

One-mile C. W. C. handicap.—L. C. Dorn, 80 yards, first; T. C. Collings, 20 yards, second; B. F. Goetz, scratch, third. Time, 2:30 1-5.

Three-mile lap.—A. A. Zimmerman, 35 points, first; L. S. Meintjes, 24 points, second; A. L. Baker, 14 points, third. Time, 8:17 3-5.

One-mile handicap.—Conn Baker, Columbus, 25 yards, first; George D. Comstock, 110 yards, second; H. P. Smith, 150 yards, third. Time, 2:25 1-5.

## Electric Light Racing on the Coast.

SAN FRANCISCO, CAL., August 22.—Racing by electric light was inaugurated here tonight at the new track by the Bay City Wheelmen. It was a great success and aroused much enthusiasm. The first heat of the half-mile handicap resulted in a broken record, Foster, from scratch, winning in 1:09 3-5. The previous record was 1:11. Melrose won the final from twenty yards. Foster was not placed, but cut the record three-fifths of a second. Wells and Foster had a hard fight in the mile open, the former winning by inches in 2:56 1-5.

SAN FRANCISCO, CAL., August 25.—The second night's racing was as interesting as the first. The quarter-mile record was lowered three-fifths of a second in the first heat by H. F. Terrill, in :32 1-2, beating Foster easily. Terrill won the final in :32 flat, Melrose second, and Wells third. Wells won the final of the mile handicap by fifty feet, Marshall second. Terrill, Ready, and Lauguetin raced a mile against a bronco and were beaten by a length. Lauguetin was the first wheelman to finish. Time, 2:31 1-5.

Fourteen athletes of San Francisco have formed the "Frisco Scorchers," for the purpose of breaking long-distance records.

## Chicago Athletic Club Team.

The athletic club that Chicago has so long needed, one that could not only vie with but overtop the eastern organizations, is now established. The clubhouse is the finest of its kind in the world. The athletic talent is being rapidly developed. A score of runners, jumpers, hurdlers, and weight-throwers are now in training for the A. A. U. championships. The cycling department will be represented by Bliss, Githens, Lumsden, and Barrett.

## Stocks Breaks Records.

J. W. Stocks, twenty-five-mile champion of England, went for records at Herne Hill last Wednesday and succeeded in making new records from three to sixty-three miles. His time was 2:45:10. Meintjes' record for 100 kilometers (62 miles 739 feet) is 2:46:12 3-5, and so Stocks beat it over a minute.



## GREAT RACES AT INDIANAPOLIS.

**Weather, Track, Men, and Prizes go to Make a Great Meet a Perfect Success—Zimmerman is King—Taylor Not Far Behind.**



FRED PATEE.

INDIANAPOLIS, IND., August 25.—Indianapolis had the greatest kind of luck. In her initial attempt to give a big meet she had everything in her favor. In the first place, Fred Patee, the veteran tournament manager, was there with able assistants, then the big guns of cycling were all there, and finally the day was perfect and the attendance large, 8,400 people paying admission.

The prizes were the greatest in value ever offered at any one-day meet and that the racing men appreciated it is shown by the large number who attended.

As usual, Zimmerman found no trouble in winning everything he went after. The honor of running second was hotly contested by Windle, Tyler, Bliss, Johnson, Rhodes, and Taylor. The last named showed the best form at this meet.

Osmond was entered but failed to put in an appearance, much to the disappointment of the race promoters. Only one accident marred the meet—a fall in the 2:20 class, flying start. French was the only man to go down, and he was not badly injured.

The track was in good but not perfect shape.

### The Races.

The novice race was a gift for E. O. Ingleman.

The half-mile open was a laughable affair. The men loafed nearly to the quarter pole, when Meintjes, who was riding in the rear, came around the field at a lively gait and soon opened up a lead of thirty yards. No one seemed disposed to go after him, although he sat up and looked around. While still looking around he again got his feet going, and then suddenly arching his back lit out for the tape. No one went after him and the race was all for second place, which Zimmerman won easily from Johnson.

The one-mile handicap was a good race, Bliss, 20 yards, being back-mark man. The men were well bunched at the beginning of the last quarter, which was ridden in 28 seconds, Dirnberger winning by a scant margin over Bliss, while Rhodes just beat out French for third.

### The Race of the Day

was the one-mile open, for which \$1,500 in prizes was offered, the first prize being a solid gold cup studded with diamonds, worth \$1,000, the most valuable prize ever offered for a bicycle race. The second prize was a piano, the third a road cart, and the fourth a roll-top desk. To insure fast time, diamond studs were given the leading men at each quarter. There were fifteen starters, including Zimmerman, Bliss, Rhodes, Tyler, Taylor, Windle, Johnson, and Meintjes. The men lost no time in getting away and there was a grand scramble for the first quarter, which was captured by A. W. Warren, by a scant margin, in :33 3-5. Crooks, who was close up, went right on for the half, trailed closely by "Pinky" Bliss. The Buffalo man got the prize for the half in 1:07 2-5. He was soon passed by "Africo" Meintjes, who had been keeping a hot steady pace all the way. The latter was closely followed by Barrett, who outsprinted him for the prize at the three-quarters, in 1:42 2-5, just a trifle outside competition record. By this time the cracks were all well up. Four hundred yards off home Tyler took the lead, closely followed by Zimmerman, Taylor, Windle, Johnson, and Bliss in the order named. The race up to this point had been a peculiar one, in that Crooks, Bliss, Meintjes, and Barrett had been allowed to get

### Away from the Field.

The Springfield boys—Tyler and Windle—were trying to see if Zim could be made to go so fast a mile that the sprint would be taken out of him. Tyler was to make the pace hot and Windle was to hang on Zim's wheel and try conclusions with him on the home stretch. The plan did not work to perfection, as Tyler allowed Crooks et al. to get away from him, and Taylor cheated Windle out of his berth behind Zimmerman. As they rounded into the straight, Bliss, who was then the last of the placed men, came up on the outside. Tyler rode all that was in him, and Zim, Taylor, and Windle hung on. Two hundred and fifty yards off home Zim made his effort. Taylor stuck to him like a leech till within fifty yards of the tape, when "Jersey" began to pull away. He landed a winner by an open length. Bliss was a close third, Windle fourth, lapping Bliss, and Johnson right on Windle, with Tyler beaten off, and the rest nowhere. The pace was terrific all the way around and told on the men, as the slow time for the last quarter—30 2-5 seconds—shows. Zimmerman had all he wanted and quit for the day. The time, 2:12 4-5, is the fastest that has ever been made in a scratch race.

The two-mile handicap was an easy thing for Johnson, who had 20 yards. A. D. Kennedy, with 75 yards, was a good second, but a trifle ahead of Dirnberger, who had 60 yards.

The 2:20 class, flying start, was a novelty and

### A Great Race

all through. The men came down the straight well lined up and got away at the first trial. From the three-quarters there were only three men in it—Tyler, Taylor, and Windle. They fought out the race all the way down the stretch, Tyler leading by half a length over Taylor, who was outside him. Windle, on the pole, was lapped a trifle on the leader's wheel. In this way they fought out the race to the tape, Tyler wobbling alarmingly, and Taylor coming as straight as an arrow.

The quarter-mile open brought out only three starters and was a gift for Johnson, who had no trouble in beating out Windle and Warren, who finished in the order named in the good time of 33 seconds.

The 3-minute class was remarkable principally for having a time limit of 2:45 placed on it. It was won in 2:30 2-5, and the winner, Eldon Dynes, of this city, came very near jumping from the 3-minute to the 2:25 class.

The half-mile handicap should have been a gift for George Lazarus, who was just nipped at the tape by little Warren. Lazarus evidently thought that he had a lead that could not be overcome and sat up and looked around.

### He Was Properly Punished

in being beaten. Warren's finish was a magnificent one. He did not catch his man till within two feet from the tape and won by a scant six inches.

The five-mile handicap was a fizzle. Some twenty men started, Johnson going back from his forty-yard mark to scratch, to try for the five-mile competition record. He was alone on the mark. At the pistol he started, but broke his wheel, and the men were called back. Only a few of them heard the recall, however, and went a full mile before they knew that the race had been stopped. There was considerable kicking, and a number of the men

### Refused to Start Again.

Johnson, the cause of all the trouble, also failed to start the second time. Eleven men started, with allowances of from 120 to 480 yards. The race was won easily by Bliss, who rode from 120 yards with Meintjes, who paced him up to the field, which was caught in the third mile. Meintjes was second and Bode, with 250 yards, third, close up.

After the races and after supper a merry crowd assembled in Tomlinson Hall, where Mayor Sullivan made a 10-minute speech and W. C. Marion awarded the prizes. An excellent band and a colored quartette supplied music, and refreshments were found in abundance.

Bachelors' Hall also entertained, and was visited by the select, who were treated to vocal and instrumental music, dancing, and refreshments. A number of racing men were entertained at the hall during their stay in the city, among whom were J. S. Johnson, W. F. Murphy, T. W. Eck, and E. C. Bode. The guests improvised a yell which they did not fail to acquaint the town with:

*Who are we?  
One and all  
Munger's guests  
From Bachelor Hall.*

### Summaries.

One-mile novice, time limit 2:55; sixteen starters.—E. O. Ingleman, first; George R. Turley, second; Jud Mahurin, third. Time, 2:34 2-5.

Half-mile open, ten starters.—L. S. Meintjes, first; A. A. Zimmerman, second, J. S. Johnson, third; George F. Taylor, fourth. Time, 1:15; last quarter, :30 2-5.

One-mile 2:40 class, time limit 2:45; five starters.—E. P. Roll, first; Charles E. Tudor, second; N. B. Combs, third; Eldon Dynes, fourth. Time, 2:36 2-5; last quarter, :30.

One-mile handicap, time limit 2:30; thirteen starters.—M. F. Dirnberger, 30 yards, first; J. P. Bliss, 20 yards, second; W. A. Rhodes, 40 yards, third; A. N. French, 50 yards, fourth. Time, 2:28; last quarter, :28.

One-mile Zig Zag Club championship, time limit 2:45; seven starters.—W. C. Marmon, first; E. V. Minor, second; E. P. Roll, third; Eldon Dynes, fourth. Time, 2:52 3-5; last quarter, :29 1-5. No run-over.

One-mile open, time limit 2:25; fifteen starters.—A. A. Zimmerman, first; George F. Taylor, second; J. P. Bliss, third; W. W. Windle, fourth; J. S. Johnson, fifth; H. C. Tyler, sixth. The winners of the prizes for leaders at the quarters were A. W. Warren, first quarter; A. T. Crooks, second quarter; Geo. K. Barrett, third quarter. Time, 2:12 4-5. First quarter, :33 3-5; first half, 1:07 2-5; three quarters, 1:42 2-5; last quarter, :30 2-5. Fastest scratch race ever ridden.

Two-mile handicap, twenty-one starters.—J. S. Johnson, 20 yards, first; A. D. Kennedy, 75 yards, second; M. F. Dirnberger, 60 yards, third; A. N. French, 90 yards, fourth. Time, 4:51 2-5; last quarter, :29 2-5.

One-mile 2:20 class, flying start; eight starters.—H. C. Tyler, first; George F. Taylor, second; W. W. Windle, third; W. A. Rhodes, fourth. Time, 2:25 4-5; last quarter, :28 2-5.

Quarter-mile open, three starters.—J. S. Johnson, first; L. S. Meintjes, second; A. W. Warren, third. Time, :33.

One-mile 3-minute class, time limit 2:45; eleven starters.—Eldon Dynes, first; F. P. Gangiver, second; J. M. Paver, Jr., third; C. E. Miller, fourth. Time, 2:30 2-5; last quarter, :32 2-5.

Half-mile handicap, twenty-three starters.—A. W. Warren, 50 yards, first; George M. Lazarus, 75 yards, second; E. P. Roll, 60 yards, third; H. R. Steenson, 50 yards, fourth. Time, 1:02; last quarter, :29 1-5.

Five-mile handicap, twelve starters.—J. P. Bliss, 120 yards, first; L. S. Meintjes, 120 yards, second; E. C. Bode, 250 yards, third; H. R. Steenson, 350 yards, fourth; Geo. K. Barrett, 200 yards, fifth. Time, 13:16; last quarter, :29.

### Great is the County Fair

This is the season of the year when Mr. Would-be takes his racing wheel and quietly sneaks off to the Pumpkinville Fair and finds to his chagrin, when he arrives, that Mr. Backnumber and Mr. Comingman are also there. Great is the county fair!



### Chicago Road Races.

It seemed as if every club in Chicago held a road race last Saturday. Several events were run off on all the courses in the city. The principal race was the ten-mile handicap of the Illinois C. C., held over the West Side boulevards. There were seventy-five entries and nearly that number of starters. The finish was the prettiest ever seen in a road race. Five men crossed the tape so close together that the proverbial blanket could have been thrown over them. W. F. Pieronnet would have won the race could he have gotten through, but the crowd kept him back and he finished a close second to Charles Hagaman, a 3-minute man. F. C. Edington was third, G. A. Smith fourth, and A. D. Herriman fifth. The struggle for time prize was interesting. Ulbricht, a member of the Columbia Wheelmen, also belongs to the I. C. C., and the members of the latter club wanted one of their own men to win it. Ulbricht had thirty seconds over Knisely and rode all the way by himself, finishing strong. The timers announced that Knisely had won the time prize in 27:55, making up 13 seconds on his rival. Ulbricht's friends claim that their man beat Knisely's time by 3 seconds.

### IMPRESSIONS OF AN EVERY-DAY MAN.

The international tournament is a thing of the past, so are a number of other tournaments, and still after all that has been said and written in the spirit of prophecy, Zimmerman is king of the path; his superior may live, but he has not shown himself before any grand stand so far. Johnson has had every opportunity that a racing man could ask for proving his claim to the famous (or infamous) record of 1:56 3-5 for the mile, and has not only failed, but has demonstrated beyond the shadow of a doubt that although he has days upon which he performs brilliantly, he is not, and never can be, the equal of not only Zimmerman but of a number of other riders of much less note.

Sanger may or may not be a world beater. He has earned a splendid reputation and it is greatly to be deplored that the unfortunate tumble at Chicago should have shut him out of the one chance in a lifetime in which he might have proven his superiority in the matter of speed over America's greatest and quietest champion.

It would seem from current reports that Sanger has not gotten over being a great baby, and that his friends are not, after all, so much to blame



AT THE MILWAUKEE WHEELMEN'S MEET, AUGUST 14-15.

### Order of Finish.

NAME.	HND CP.	TIME.	NAME.	HND CP.	TIME.
1 Charles Hagaman	3:00	30:16	21 E. Lorton	2:00	31:17
2 W. F. Pieronnet	1:30	28:47	22 W. E. Waugh	1:30	31:14
3 F. C. Edington	3:30	30:47 1-5	23 A. D. F. Simmons	1:00	30:48
4 G. A. Smith	3:30	30:47 2-5	24 I. I. Oakley	2:30	32:19
5 A. D. Herriman	1:30	28:54	25 W. F. Knott	1:30	31:20
6 E. Ulbricht	30	28:08	26 W. P. Eisenberg	3:30	33:38
7 W. E. Kenyon	3:00	30:40	27 Sam Diamond	3:30	33:40
8 C. T. Knisely	scratch	27:55	28 Arch Johnson, Jr.	4:00	34:11
9 I. D. Wilson	3:00	31:27	29 F. Beatson	5:30	35:47
10 A. E. Wood	3:30	31:57	30 E. J. Fanning	5:30	35:53
11 C. H. Stinson	3:00	31:28	31 E. M. Blaine	4:00	34:35
12 W. E. Metzell	3:30	32:04	32 W. A. Davis	5:30	36:06
13 W. T. Brace	4:00	32:35	33 H. C. Hughes	8:00	39:02
14 E. P. Richardson	1:30	30:05	34 R. S. Church	3:00	34:06
15 Wm. Dominick	3:00	31:44	35 H. R. Upp	2:00	33:08
16 W. H. Chenowith	3:30	32:17	36 N. Trivess	3:30	34:41
17 A. B. Stiles, Jr.	4:30	33:19	37 E. J. Porter	5:30	37:16
18 H. G. Chisholm	4:00	32:54	38 W. L. Beckley	5:00	39:00
19 F. E. Sparks	5:30	34 30	39 John Dillon	4:00	38:30
20 E. A. Bamberger	1:00	30:13	40 F. H. Rohn	4:00	38:40

G. W. Robinson, with a handicap of 4:45, won the Englewood C. C.'s annual road race. George Emerson captured time prize in 22:43. The distance was about seven miles. The first ten men in, finished in this order: G. W. Robinson, Charles Braisie, B. Jones, O. V. Mueller, A. E. Colcord, G. W. Dennison, R. J. Hercock, A. Rasmussen, W. E. Barnum, and G. L. Emerson.

Thirteen men participated in the Henry W. King & Co.'s road race. Frank Wodrich and F. M. Gannon, from scratch, rode the course in 13:20 and 13:23, respectively. Thomas Earee finished first in 14:40, from the 3-minute mark.

The Union Wheelmen's ten-mile race was won by H. Crompton from the 4:15 mark. F. M. Preucil won time.

Arthur Carr and Val Ollier finished first and second in the five-mile road race of the *Sporting Review*. H. H. Wylie won time in 15:06.

for his break's. The report from Milwaukee which set forth that he was not badly hurt by his fall; that he has gone back on Sercombe, the man who made him; that he acted in his usual infantile manner during the recent race meet in the beer city, and that he is troubled with an overly large caput, seem to be grounded upon fact; and if true, together with the allegation that he is a dyed-in-the-wool professional, traveling in the guise of a simon pure, I fear me that "Wallie" will have to be content with well-won English honors.

Tyler and Taylor have done themselves proud, but are not in it with the Jerseyman. Bliss has made a name for himself of which he may well be proud, for he alone seemed able to hold down the champion and make him ride for his life. It is a most deplorable thing that Osmond could not or would not ride. The man is a wonder, and as I have remarked before, I would gladly have put up a nice little wad to have seen him chase Zimmerman down the home stretch. There is no American rider except the champion who has anything like the sprint that the great Englishman exhibits. He is an ideal racing man, and rides his machine as though he were part of it. Windle made a very poor showing, and it seems to me that in disposition he is greatly like George M. Hendee—very fast against time, but too nervous and fidgety to ride with his equals in competition.

The African champion, of the unpronounceable name, is a most honest and painstaking rider, but only great at long distances; and England has produced no man equal to Osmond, this year, so that we may well let the eagle scream, for we have the only real champion, even if he does once in a while succumb to the wiles of the summer girl. Well, well, he has many illustrious prototypes,—Ulysses, Samson, Hercules, and a score of other athletes. Why should the world begrudge him a bit of dalliance in the wilds of Wisconsin even though it miss seeing him run away from Johnson at forty yards. Give the boy a chance; we won't have another like him in a hurry.

BOLAV.





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GEO. K. BARRETT, EDITOR.

## GIVE US A LIBERAL RULE.

It is a curious and noteworthy fact that the leading cycle journals last week all commented editorially on the amateur question. The general consensus of opinion is that the present state of affairs is rotten, but that there is little hope of improvement while the present rules are in force. The temptations to infringe the rules are too great, and the means of convicting the culprits so difficult, that without a change in the rules no improvement can be hoped for. As long as it is worth money to bicycle makers to have prominent racing men use their wheels, just so long will the makers pay the money and the riders accept it.

What we want is a rule that will allow the rider to do about as he pleases, so long as he does not ride for a divisible prize or ride unfairly. Let him accept expenses, and even sell his prizes.

At the last meeting of the National Assembly a rule providing for two classes of amateurs was offered by the Racing Board and defeated—one class for simon pures and one for promateurs. The assembly decided that the Racing Board did not know what it wanted. As a substitute a rule was passed giving the board powers, almost inquisitorial, to convict violators of the amateur definition. Even this has proven of no avail; the same old game goes merrily on under the new rules—goes on to a greater extent, even, than under the old rules. England has tried her licensing and conditional licensing scheme, and found it a fizzle. What then is left but a liberal rule which will permit the practices that are sure to be carried on, rules or no rules?

Not only this, but the Racing Board should be elected the same as the executive committee, and have power to frame its own amateur definition and rules, and to enforce them. Then and then only can we expect to see racing carried on without any sham or pretense. Under such a regime the sport would reach a state of prosperity that it has never yet seen. It would help the riders, the makers, the sport, and the sport-lovers.

## LIGHT UP, THEN LIGHT OUT.

The average bicycle rider seems to be possessed of more than the average amount of perversity. Time was not long ago when he felt happy if he was allowed to ride on the public streets and roads. The equitable laws of the country have given him all the rights that he now enjoys and he should be thankful therefor, and not with the above noted perverseness, try to evade the just laws that have been passed in most of the large cities to regulate the riding of wheels in the crowded streets. The carrying of lamps by night and bells by day, especially the former, should not be neglected. It is no hardship, and if the rider would carefully reckon how much less his own chances of injuries would be if he took the proper precautions, to say nothing of those of others, he would not fail to light up before he lights out at night.

## DON'T KNOW THE RULES.

One of the greatest drawbacks to perfect racing in America is the fact that men are selected to fill official positions who are unfamiliar with their duties. Easy as it is for one to post himself on the racing rules, there is little excuse for this. In many cases a man who does not thoroughly understand what is wanted of him, will manage to get through his work without serious trouble. So long as everything runs smoothly there is little chance for him to show his ignorance. It is at the times when accidents

occur that disputes arise, and a thorough knowledge of the racing rules is necessary. A case of this kind was exemplified at the Indianapolis races. In the five-mile handicap the men were strung out from scratch to 480 yards. Johnson, who rode from scratch, disabled his wheel at the first push, and the starter called the men back by ringing the bell, as he would have done in a scratch race. A strong wind was blowing, and but few of the men heard the recall. They went on with the race till they had completed their first mile, and some even went two miles. All this was wrong. The rules provide for cases of this kind as follows:

In handicap events the starter shall post a man 100 feet in front of the limit man, and in case of false starts the man so placed shall drop a flag at a signal from the starter, agreed on before the race is run.

There was no man to drop a flag, and the riders who did not hear the bell did not know they were riding for nothing till they had completed the circuit of the mile track. These men, who rode this distance at top speed, only to be called back, were naturally enough incensed that they had been allowed to go so far, and several of them stayed out when the second start was made. To make the matter worse, Johnson, on whose account the race had been stopped, failed to start the second time.

## STRAY SHOTS.

**This is What Made Crowther Blush.**

For the father of eight children H. Crowther (Ariel) is at once a painfully bashful and shamefully forward man. During the international races at Chicago he was observed to leave his position at the electric timer, up in front of the grand stand, and say to some one in the stand, "Ah—ahem—d-did that p-party come with you?"

Then catching sight of a blooming damsel in the *Bi-World* seat in the press stand, he was soon deeply engaged in earnest conversation, both faces being in dangerous proximity to the barb wire fence that separated them. "The boys" caught on, and when Crowther glanced up and saw a score of eyes fixed on him and —

Well, he blushed as far down as his collar, and goodness knows how much farther. It was too much for him. He covered his face with his hands and fled to his timer and forgot to start it for the next race.

**Couldn't See a Single Cap.**

The riots on the Lake Front at Chicago have assumed a serious aspect. Thousands of unemployed men gather there daily around the statue of Columbus to listen to the inflammatory and anarchistic speeches of the demagogues who delight in such opportunities to display their own importance. Among the great army of idle men we noticed a number of the erstwhile habitués of Cycle Row. After the police had charged the mob and, after cracking many skulls, had cleared the park, we saw, from where we sat at the feet of Columbus among the newspaper representatives, many a battered cap and even a few tattered coats, but among them not a bicycle cap nor cyclist coat. Indeed, those knights of the wheel had well learned how to "get away," and profited thereby.

**We Are Astonished.**

The Chicago *Herald* has always been one of the best friends that cycling has had in Chicago. It has always stood up for the sport and has devised many schemes to bring it into prominence. To say that we were surprised when we saw the following screed in a recent issue is putting it mildly. The writer must be prejudiced, or, perchance, he has been run into by a new rider who had not yet become accustomed to the whirl and bustle of the down-town streets and lost his head. The ordinary rider when on the business streets does not scorch, and is very careful in dodging pedestrians, for he knows he will get the worst of it. The article reads:

Among the list of nuisances with which down-town Chicago is cursed, the otherwise amiable bicycle enthusiast is assuming a prominent place. Not satisfied with the freedom of the boulevards, where the wheeling is superb and where he will be in no one's way, this person has taken to spinning along through the business district where the crowds are thickest. An exasperating feature of the down-town cyclist is his whistle. Approaching a thronged crossing, he sounds a shrill note, and without slackening speed dashes onward, expecting people to get out of the way. This whistling business is going to get the lordly wheelman into trouble one of these days. Chicagoans have long ago resigned the right of way in their own streets to cable-cars, cabs, and other deadly vehicles; but when it comes to being whistled aside, like refractory curs, by a spindle-shanked person bestriding a bicycle, the public rebels. A good stout cane thrust between the spokes of a wheel has a repressing effect on the autocratic cyclist, and it is to be hoped that this method will be adopted unless the nuisance is abated. Only a fragment of our boasted liberties remains, and we can't afford to surrender the last shred at the behest of any long-legged, stoop-shouldered victim of kiphosis bicyclistarum, even if it is the World's Fair year.

**Better Stay in Their Own Back Yard.**

The N. C. U. is having a hard time. Its licensing committee is being ripped up the back by most of the home papers as well as all foreign ones. After tearing to pieces the charges that the committee made against Zimmerman, *Wheeling* concludes with this:

The insolent assumption that the union has authority over foreign riders in foreign countries is a proof that the leaders of the N. C. U. have not yet recognized that they have no such authority, and that the other governing bodies will never submit to anything of the kind. Mr. Raymond's answer on this point is conclusive, as, indeed, his letter is all through.



### The French Record Craze.

Every rider in France wants to hold a record and in consequence we hear of records without pacemakers, records without handle-bars, and others just as foolish. M. Allais, a Frenchman, has just written a witty letter to one of the cycling papers, poking sly fun at the record men. He gravely announces that he holds the millimeter (one-twenty-fifth of an inch) record, not only for France but also for Europe and America. The record is 1-7000th of a second on the track and on the road, a little slower, being 1-1400th of a second and a fraction. This last feat was accomplished under difficulties, a strong wind and a torrent of rain hindering him. Besides this, his pacemaker got drunk. The records were made on a '64 velocipede. M. Allais will try to beat these records next month and is training 14 hours a day—half from the bed to the floor and half upon the wet sand. His food consists of boiled lemonade mixed with fox-grass and cheery stones.

### Italy Wants the Next Meet.

C. Faruffini, representative of an Italian cycling paper, is in Chicago. He witnessed the international meet and was well pleased with it. He now suggests that the '94 meet be held at Milan, Italy, which is the very center of cycling in that country. Next year an International Sport Exposition will be held there, and the international meet would be a feature. Milan has four splendid tracks, one of which is made of wood and is very fast. Italy has a number of amateur cracks, who might make it interesting for the Americans.

### The Duck Had It.

The following was received from a subscriber, and sounds rather fishy—or rather fowl. We do not vouch for the truth of the story:

J. W. Bader, a wheelman of Redkey, Ind., a few days ago, while out riding in the country, decided to inflate his tire. He unscrewed the cap on the valve stem, laid it down by his side, and proceeded to inflate the tire. When through, he reached for the cap, but it had disappeared. He noticed several ducks about him, so he concluded that one of them had swallowed it. Picking up the one he thought had it, he killed it, and sure enough, found the cap in the bird's stomach.

### Denison Out of His Class.

Handicapper Miles' attention is called to the fact that George W. Denison, of the Englewood C. C., Chicago, has been entering a class race to which he had no right. Denison arranged a little pot hunt to an Illinois town recently and sent in his entry for race No. 5. He was notified that it was a race for fat heifers, and that although the committee did not object to him riding, he would have to be handicapped, as he was too fast for the cattle.

### Unfit for Publication.

At the Cincinnati races H. C. G. Ellard was resplendent in a brand-new white suit. His pleasure was somewhat marred by the clouds, which threatened to wet him to the skin. He escaped this catastrophe only to meet with a greater one. When he came from "the brewery," he was—well, he was unfit for publication.

### Flowers to Beckon Us On.

*"With fragrant breath the lilies woo me now,  
And softly speaks the sweet-voiced mignonette."*

Where are we at? Cycling has certainly reached the acme of estheticism and luxury. The United States Patent Office has issued to one Herman C. Wiedenmann, of Philadelphia, Pa., a patent for "a holder which is adapted to support bouquets; especially adapted for attachment to the frame or handle-bar of a bicycle."

### A Kick from Germany.

The *Kampioen*, of Germany, says:

The programme of the world's championships at Chicago shows several distances in English miles. At the convention held last winter it was resolved, at the suggestion of the Holland delegate, to race only kilometeric distances, with the single exception of one English mile.

The races were run exactly in accordance with the international rules.

### The Clarion Voice Is Still.

W. M. Perrett, clerk of the course at large to America, and ex-subject of Her Majesty Queen Vic, is lying very sick at the Gibson House, Cincinnati.

### A Good Trainer at Large.

Harry Leeming has left the Springfield Bicycle Club, claiming that the men under his charge would not work as he wanted them to. He is open for another position.

### One Dollar Reward.

Ed Porter lost his match-box on a century run from Waukegan in. It is a silver box in the form of a fish. As it is an heirloom, Mr. Porter is very anxious to recover it and offers a liberal reward.

### Will he Ride a Roulette Wheel?

His serene highness Monseigneur the Prince of Monaco has notified the president of the Union Velocipedique de France that he accepts the honorary membership of the U. V. F.

Zimmerman still sticks to his dry smoke, holding a cigar in his mouth almost constantly when off the track.

## NOTES FROM THE CIRCUIT.

### Canary Improving.

Dan Canary's trick riding at Indianapolis was a marked improvement over Detroit. He was liberally applauded at the successful completion of a number of difficult feats.

### Lantern Parade.

There was a lantern parade at Indianapolis, in which 300 riders participated. Prizes were awarded to Messrs. Gardner, Ribble, Pritchard, and Freeman. Cincinnati had a lantern parade also on Friday evening. It was a clever advertisement for the meet.

### Tyler and Leeming Disagree.

Harry Tyler and his trainer, Leeming, returned east from Cincinnati. It was currently reported that Leeming had tendered his resignation and would no longer care for Tyler, who had told Leeming, it is said, that he himself would run the races and Leeming could care for him at the finish.

### Johnson Is Plucky.

John S. Johnson, W. A. Rhodes, and Tom Eck left Cincinnati Saturday night for Toronto, Canada, where they meet Fred Osmond. From Toronto they go to Kansas City for the meet of September 2 and thence to Columbus. When asked why he did not go to Syracuse, Johnson made reply, "Zimmerman will be at Columbus." There is no cowardice in Johnson's make-up.

### Mrs. Willie Windle.

Willie Windle's wife accompanies him on all his trips. She is a favorite with all who have had the pleasure of meeting her. Willie makes a most devoted husband. He returned east from Cincinnati to prepare for the Springfield meet. He stopped over a day at Niagara Falls.

### Zim Explains Everything.

Zimmerman says that he went to Evansville to race, McDermott telegraphing him to go. Regarding his non-attendance at Minneapolis and subsequent roasts he feels badly, as he did not promise to come. Eck entered him, and he said he would come if not done out after the Ripon meet. Girls had nothing to do with it, Zim says.

### Racing Men's Colors.

The racing men are generally adopting colors. Rhodes' "potato bug" suit, stripes running lengthwise in yellow and black, is probably the loudest yet seen. Bliss, owing to his wearing a bright pink suit, has been dubbed "Pinky"; Johnson has a lavender suit with maroon trimmings; Kennedy has a maroon; the Baker brothers, of Columbus, are always in white; and now Dirnberger has adopted baby blue, George Taylor bright red, and Githens a dove color. So neat in dress is the average racing man of today when he appears upon the track, that a soiled suit is at once detected and spoken of by all.

### Preparing for Record Breaking.

"Willie Windle will lower the mile record to 1:56 or thereabouts and the two-mile record to 4:15," said an intimate friend of the Millbury flier. "He is riding in better form than ever before, and will undoubtedly be the king pin in the record trials at Springfield in October." But Windle is not the only good man going for records at Springfield, there being at least a half-dozen others bent on the same object. Springfield will be the point of attraction for nearly all the cracks during the month of October. There will probably be a half-hundred men there. Meintjes will remain there to try for the hour record and shorter distances. From Springfield many will go south for the circuit in Alabama, Georgia, South Carolina, and Florida, which is now being arranged. H. D. Spore, of Fort Worth, Tex., is now in Chicago. He came north to meet the cracks at Indianapolis and sound them on a proposed circuit in Texas during December.

### This is a Good Idea.

Bicycle thieves have been numerous in Rhode Island of late and the Narragansett Wheelmen, of Providence, are taking steps to protect the wheelmen and prosecute the thieves. The plan is to form an association entirely independent of any club or clubs or any organization of any kind. Into the treasury of this association members will pay a small sum yearly. In case a member has his or her wheel stolen, it is reported at once to the proper officer of the association and by him reported to police officials and dealers throughout New England; an advertisement is inserted also in cycling papers. In case the wheel is not found in a reasonable length of time, the association will pay from its treasury a certain per cent. of the value of the wheel at the time it was stolen.

### Philadelphia's Queer Ordinance.

Mayor Stuart, of Philadelphia, has signed the ordinance declaring that certain practices indulged in by wheelmen are nuisances. The ordinance is worded out of the ordinary run. After the usual tirade about carrying lamps and bells and riding more than three abreast, this remarkable document warns wheelmen that they will not be allowed to ride with hands off or cut any fancy figures on the public highway under penalty of a \$10 fine. There are also certain restrictions telling how to pass a vehicle. But, strange to say, the bright council forgot to put in anything regulating the speed of the bicycle.



## RACING AT CINCINNATI.

**In Spite of Rain and a heavy Track the Cincinnati Century Cycle Club has a Successful Meet—Good Racing under Difficulties—Jimmy Wins as Usual.**

CINCINNATI, OHIO, August 26.—The elaborate preparations of the Cincinnati Century Cycle Club for their international race meet came very near being completely upset by Jupiter Pluvius, who deluged the Chester Park track all this morning. It looked till about 1 o'clock as if it would be an impossibility to run the races at all, when the rain stopped and the sun came out, as it can in this latitude. Notices were posted around town that the races would be run as advertised. A crowd of 2,500 was on hand at 3 o'clock, and twice as many would have been there but for the rain.

Zimmerman, Tyler, Windle, Bliss, Johnson, Taylor, Meintjes, and a host of other cracker were on hand—the last time they will be together till at Springfield. Meintjes' tire punctured and he did not ride, and Taylor refused to risk himself on the track. Zim and Meintjes go from here to Cleveland and then east. Bliss and others go to Saginaw, where they will stay for some time resting up for the big eastern meets. Tyler and Windle go directly home to Springfield. Johnson and Rhodes go to Toronto to meet Osmond and Hyslop, and then to Kansas City, and then east again to Syracuse.

One party of riders found so many attractions at Indianapolis that they stayed in that city till 11 o'clock this morning, and then came down on a train that landed them at the track just a few minutes after the races were scheduled to start. As they neared Cincinnati they invaded the baggage car, which they turned into a dressing-room. They stripped, and donned their racing clothes, which they covered up with trousers and coats; and trunks were opened and machines set up while the baggage man looked on in open-eyed astonishment.

The start of the races was delayed nearly an hour to allow the track to dry out a little, but even after the lapse of that time it was almost unridable, but improving rapidly. It was getting late, however, and the races had to be started. In the novice two men fell at the start owing to the slippery track, and in the second race, the half-mile open, Bode and Tyler both fell, at different places—but none of the men were hurt owing to the softness of the track. The track was unridable at the pole and the men were obliged to ride near the outside nearly all the way around.

W. H. Barber was scheduled to entertain the audience with his trick riding but failed to appear. His place was ably filled by "Sid" Black, who won the plaudits of the crowd. On the safety there is not a man who can touch Black in the ease and rapidity with which he works. His one fault is that he tries, occasionally, a trick which he has not quite perfected. Still, he can give most of the trick riders cards, spades, and a beating on the safety.

The one-mile novice was an easy thing for A. M. Donaldson, of Newport, Ky.

Zimmerman had no trouble in winning the half-mile handicap, although Windle hung desperately to his rear wheel till within ten yards from home. Hoyland Smith was third and Crooks fourth. The two-mile handicap was won by Rhodes, 80 yards, from Kennedy, who had 100. The men were bunched at a mile and a quarter and started to sprint a quarter of a mile off home. It looked like Kennedy's race 100 yards from home, but Rhodes had the best of the going and won out by a small margin, with Crooks, 60 yards, third, and Conn Baker, 100 yards, fourth.

A. L. Baker was first in the two-mile lap race, winning by ten points over W. F. Murphy, who scored six. At the end of the first lap the order was Murphy, Bode, Steenson; second lap, A. L. Baker, Munger, Murphy; third lap, A. L. Baker, Murphy, Munger; last lap, A. L. Baker, Conn Baker, Murphy. Munger was third, and Steenson, Conn Baker, and Bode were tied for fourth. In the toss-up, Bode won fourth and Steenson fifth prize.

In the one-mile international race only five men started—Zimmerman, Tyler, Windle, Rhodes, and Bode. Bode set the pace, but made it such a crawl that after the men had gone but a little more than half a mile they decided, after discussing the matter leisurely, that they would be so far beyond the time limit that it would be useless to finish, and accordingly all turned around and came back to the tape. They were started again, Steenson being added this time, and the men were told that the leader at each quarter would be awarded a diamond stud. This livened up the pace somewhat. Steenson and Bode went after the special prizes and the New Yorker got them all. In the sprint Zimmerman won as usual, without being pressed; Windle was easily second, and Rhodes third.

The one-mile handicap was a good race and brought out a fine field of men. Bliss, from the 30-yard mark, by good riding and good generalship, got through his field and won handily. Conn Baker was second, from 75 yards, and Kennedy, with 50 yards, was third. The time, 2:21, was remarkably good considering the condition of the track.

In the last race, a second one-mile open, Jimmy again "did the trick" with ease. Windle was second, and Tyler third.

### Summary.

One-mile novice, sixteen starters.—A. M. Donaldson, first; Hulbert Left, second; R. Kellogg, third; C. H. Longley, fourth. Time, 2:55.

Half-mile open, time limit 1:25; eleven starters.—A. A. Zimmerman, first; W. W. Windle, second; Hoyland Smith, third; A. T. Crooks, fourth. Time, 1:15 4-5.

One-mile 2:50 class, time limit 2:55; eight starters.—G. H. Bowers, Cincinnati, first; C. S. Hardy, Cincinnati, second; L. B. Sawyer, Hartwell, Ohio, third; G. S. Rieger, Cincinnati, fourth. Time, 2:55 1-2. Race allowed.

Two-mile handicap, twelve starters.—W. A. Rhodes, 80 yards, first; A. D. Kennedy, 10 yards, second; A. T. Crooks, 60 yards, third; Conn Baker, 150 yards, fourth; Hoyland Smith, 125 yards, fifth. Time, 5:25.

One-mile handicap, local; fourteen starters.—C. A. Tudor, 40 yards, first; J. P. Moller, 150 yards, second; L. B. Sawyer, 50 yards, third; C. S. Hardy, 60 yards, fourth; Stanley Hooker, 100 yards, fifth. Time, 2:38.

Two-mile lap race, open; seven starters.—A. L. Baker, 10 points, first; W. F. Murphy, 6 points, second; L. D. Munger, 3 points, third; E. C. Bode, H. R. Steenson, and Conn Baker, 2 points each, tie for fourth. Time, 5:48.

Half-mile 1:20 class, time limit 1:20; eleven starters.—A. T. Crooks, first; G. H. Bauer, second; C. E. Tudor, third; Stanley Runk, fourth. Time, 1:18 1-2.

One-mile international, time limit 2:45; six starters.—A. A. Zimmerman, first; W. W. Windle, second; W. A. Rhodes, third; H. C. Tyler, fourth. Time, 2:35 1-2.

One-mile handicap, eleven starters.—J. P. Bliss, 30 yards, first; Conn Baker, 75 yards, second; A. D. Kennedy, 50 yards, third; A. L. Baker, 110 yards, fourth; G. K. Barrett, 40 yards, fifth. Time, 2:21.

One-mile open, time limit 2:45; six starters.—A. A. Zimmerman, first; W. W. Windle, second; H. C. Tyler, third; Conn Baker, fourth. Time, 2:47. Race allowed.

The officials were:

Referee—N. H. Van Sicklen; judges—H. G. Hook, H. B. Klum, F. C. Davis; timers—M. A. High, William Windisch, W. O. Munro; scorers—O. L. Graeser, S. C. Littlepage, H. C. Buckles; starter—Thomas L. Wayne; clerk of the course—W. M. Perrett; assistant clerks of the course—H. O. Barth, I. M. Krohn, H. C. G. Ellard; announcer—W. C. Marion.

## NO CRACKS PRESENT.

PHILADELPHIA, PA., August 26.—The third annual race meet of the Quaker City Wheelmen was held at the Tioga track today. There were over 1,000 people present. None of the cracks turned up to race, but as the entry list was a large one the races were at times exciting. In the twenty-five-mile road race, the first man to finish was D. F. Maynes. He reached the track at 3:26:40. Upon comparison the checkers found that he had cut off three miles, so the prize was awarded to Pierson, who finished six minutes later.

### Results.

Twenty-five-mile road race.—J. B. Pierson, V. W., 1:00, first; C. A. Elliott, W. A. C. 1:30, second; J. Heishley, W. P. C., 3:00, third; A. A. Gracey, C. C., scratch, fourth; B. F. McDaniels, W. W. C., 8:00, fifth; J. W. Davison, W. W., 4:00, sixth; H. Schwartz, P. T. V., 5:00, seventh; G. L. Miller, 7:00, unat., eighth; C. W. Hubner, unat., 7:00, ninth; S. Courtney, W. W. C., 4:00, tenth; H. T. Herzold, unat., 5:00, eleventh; J. B. Archolz, unat., 5:00, twelfth; W. M. Watson, W. W., 4:00, thirteenth.

One-mile novice; first heat, twelve starters.—C. Measure, C. W., first; F. Boyd, P. T. C., second; M. E. Welch, C. C. C., third; W. M. Mushett, C. C., fourth. Time, 2:55 4-5.

Second heat, seven starters.—D. C. Griffiths, W. W., first; H. C. Gardner, S. W., second; G. W. Hoffer, N. A. C., third; W. H. Preston, Jr., unat., fourth. Time, 2:58 2-5.

Final heat.—C. Measure, C. W., first; D. C. Griffiths, S. W., second; F. Boyd, P. T. C., third; M. E. Welch, C. C. C., fourth. Time, 2:57 1-5.

One-mile open; first heat, seven starters.—W. F. Sims, W. R. C., first; H. T. Wunder, C. C., second; E. E. Clapp, A. W., third. Time, 2:42.

Second heat, five starters.—W. H. Mullikin, M. B. C., first; J. L. Hanley, W. A. C., second; E. F. Miller, V. W., third. Time, 2:42.

Final heat.—Mullikin, Sims, and Clapp, but declared no race, 3:19 4-5. In the run off, Hanley, first; Sims, second; Miller, third.

One-mile I. C. W. championship, three starters.—R. P. Rich, first; J. A. Mead, second; F. M. Dampman, third. Time, 2:48.

Third-mile handicap; first heat, fifteen starters.—C. Measure, C. W., 30 yards, first; G. B. Mershon, Jr., P. B. C., 45 yards, second; J. L. Lemont, P. B. C., 50 yards, third; R. Weir, Y. M. C. A., 45 yards, fourth; E. F. Miller, V. W., 30 yards, fifth. Time, 4:5 3-5.

Second heat, sixteen starters.—C. J. Kraft, N. W., 4 yards, first; G. M. Coates, Jr., U. of P., 40 yards, second; B. F. McDaniels, W. W. C., 65 yards, third; W. H. Mullikin, M. B. C., 20 yards, fourth; J. T. Hunter, W. R. C., 45 yards, fifth. Time, 4:4 3-5.

Third heat, nine starters.—J. A. Mead, I. C. W., 4 yards, first; W. A. Wenzell, S. E. W., 50 yards, second; J. F. Cope, N. W., 40 yards, third; E. Youse, P. W., 30 yards, fourth; J. Lindberg, A. W., 45 yards, fifth. Time, 4:5 3-5.

Fourth heat, nine starters.—G. F. Hoffer, N. A. C., 50 yards, first; G. W. Krick, P. W., 30 yards, second; R. P. Rich, I. C. W., 40 yards, third; C. Nounan, N. A. C., 45 yards, fourth; C. E. Neal, 40 yards, fifth. Time, 4:5 1-5.

Final heat.—G. M. Coates, Jr., U. of P., 40 yards, first; B. F. McDaniels, W. W. C., 65 yards, second; C. J. Croft, N. W., 40 yards, third; F. L. Lemont, P. B. C., 50 yards, fourth; J. A. Mead, I. C. W., 40 yards, fifth. Time, 4:4 3-5.

Quarter-mile open; first heat, eight starters.—J. J. Diver, B. C. A. A., first; J. T. Hunter, W. R. C., second; E. Youse, P. W., third. Time, 3:4 2-5.

Second heat, nine starters.—W. H. Mullikin, M. B. C., first; W. J. Wilhelm, P. W., second; W. T. Robertson, A. W., third. Time, 3:5.

Final heat.—J. J. Diver, B. C. A. A., first; J. T. Hunter, W. P. C., second; W. G. Robertson, A. W., third; W. J. Wilhelm, fourth. Time, 3:4 4-5.

Half-mile handicap; first heat, fourteen starters.—J. J. Diver, C. A. B. A., 30 yards, first; R. Weir, Y. M. C. A., 60 yards, second; W. T. Robertson, A. W., 55 yards, third; C. L. Logen, unat., 40 yards, fourth. Time, 1:09 2-5.

Second heat, eleven starters.—C. W. Shares, T. A. C., 80 yards, first; C. W. Krick, P. W., 50 yards, second; H. B. Schumacher, B. C. C., 60 yards, third; H. T. Wunder, C. C., 20 yards, fourth. Time, 1:07 3-5.

Third heat, thirteen starters.—C. J. Kraft, N. W., 65 yards, first; W. A. Wenzell, S. E. W., 80 yards, second; W. Howard, M. C. W., 45 yards, third; W. Kirk, W. W. C., 70 yards, fourth. Time, 1:08 2-5.

Final heat.—C. W. Shares, T. B. C., 80 yards, first; C. J. Kraft, N. W., 65 yards, second; C. W. Krick, P. W., 50 yards, third; R. Weir, Y. M. C. A., 60 yards, fourth; W. A. Wenzell, S. E. W., 80 yards, fifth. Time, 1:08 1-5.

One-mile 2:40 class; fifteen starters.—E. F. Miller, V. W., first; H. B. Schumacher, B. C. C., second; R. P. Rich, I. C. W., third. Time, 2:34 1-5.



One-mile handicap; first heat, sixteen starters.—C. Measure, C. W., 100 yards, first; J. A. Mead, I. C. W., 145 yards, second; C. E. Gause, W. R. C., 100 yards, third; H. B. Butcher, E. W., 120 yards, fourth. Time, 2:28 2-5.

Second heat, fifteen starters.—E. F. Miller, V. W., 90 yards, first; J. L. Hanley, W. A. C., 110 yards, second; G. M. Coates, Jr., U. of P., 80 yards, third; W. Sims, W. R. C., 85 yards, fourth. Time, 2:27.

Final heat.—E. F. Miller, V. W., 90 yards, first; W. Sims, W. R. C., 85 yards, second; C. Measure, C. W., 100 yards, third; J. L. Hanley, W. A. C., 110 yards, fourth; C. E. Gause, W. R. C., 100 yards, fifth. Time, 2:24 3-5.

One-mile I. C. W. handicap.—F. M. Dampman, 30 yards, first; H. G. Sickel, 100 yards, second; G. G. Melloy, 90 yards, third; C. A. Musselman, 140 yards, fourth; M. S. Conrad, 50 yards, fifth. Time, 2:34 1-5.

#### Bachelors' Hall Is Not Closed.

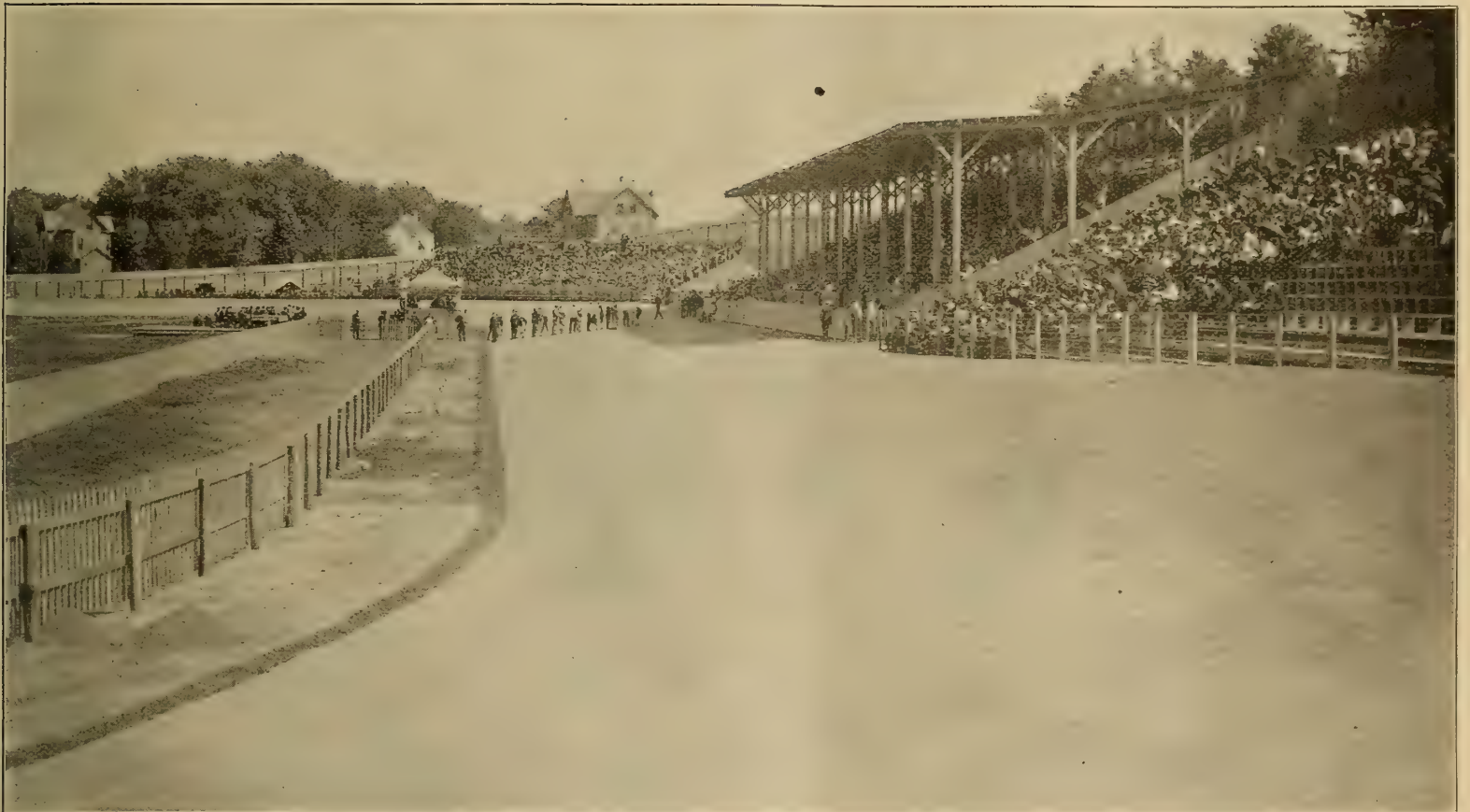
All sorts of wild reports were circulated last week about Bachelors' Hall at Indianapolis being raided by sheriffs. The various stories circulated made very picturesque reading, but were greatly lacking in the vital element of truth. The facts in the case are as follows:

The occupants of the Hall are goodly eaters, and there has been no little competition among the grocers and butchers in the neighborhood as to who should supply them. The buying was left in the hands of the cook, who had a row with a butcher and stopped trading with him. The butcher vowed that he would get even. Taking advantage of the absence of the

country, who know nothing of the mystical unfolding of leaf or flower, and who, crowded in behind high walls of brick and stone, have never witnessed the glories of a sunrise.

The advent of the bicycle has already begun to change all this. The city clerk, salesman, or mechanic who owns a bicycle controls forces that unlock the storehouse of nature and open up a world of hidden treasures. Released from the office or factory, the cyclist has but to mount his wheel, and no matter how large the city, a few minutes' spin over asphalt or stone brings him to the turnpike or unpaved country road. The cares of his employment put aside, he determines to make the most of a day in the country. Having left his drowsy neighbors in their beds, he breathes the country air even before the first tints of dawn are seen in the east. The morning star still looks down, perhaps, from a sky of deepest blue. A gentle breath of wind fans the rider's cheek as he propels his silent steed through dell and over hill. The beauties of the morning unfold about him. The gray eastern sky is figured with faint bars of purple, growing every moment more radiant, until, just as he surmounts the crest of some eminence, the fiery sun-god drives his blazing chariot above the horizon, filling the whole landscape with a flood of light. Who can ever forget the beauties of such a sunrise, amid such environments.

As the orb of day mounts higher, the cyclist glides over highway and lane, sometimes in cool green groves and past fragrant sun-kissed flowers.



HOME STRETCH OF THE WALTHAM TRACK.

"Batches" while they were attending the Chicago meet, he made affidavit that they had left the state with intent to defraud their creditors, as required by the laws of Indiana, and in that way got an attachment. Naturally all other creditors followed suit. The sum total of all the accounts was considerably less than \$200, and in no case had a bill been presented, and the furniture is worth many times the amount of the bills. Now the tables are turned. The denizens of the Hall came back, furnished ample bonds, and are now after the butcher, whom they vow they will land in the penitentiary for perjury. The lavish manner in which they entertained a dozen guests during the Indianapolis meet, rode to the races in a tally-ho, and furnished refreshments to all comers the evening after the races did not bespeak any great stringency in the money market in their particular spot.

#### WHAT THE BICYCLE HAS DONE.

Some years ago I was entertained by hearing a debate on the novel question, "Who is the greener, the city boy in the country or the country boy in the city?" The usual jokes about the city lad who asked which cow gave the buttermilk, or who proposed to go out and shake potatoes from the tree, were revived on the one hand, and were met on the other with descriptions of the rustic's astonishment on his rare visits to town.

But while the proposition is itself humorous, the subject has a serious side, particularly to the town-raised boy. In all our large cities there are numbers of young men who have never had opportunities of visiting the

A country tavern or some wayside farmhouse reached at noon provides an appetizing meal. The dusty shoes, perspiring brow, and negligé attire of the rider introduce him to his rural neighbors, and a general conversation about the roads, the amount of energy required to propel the wheel, the speed that may be attained, and other kindred topics soon make all acquainted.

With vital forces renewed by rest and food, the wheelman turns his steed toward home. Long before the sky-reaching spires proclaim the proximity of town, the lengthening shadows herald the approach of sunset, and in the fast-fading twilight the rider ends up the day's career. The cares and duties of business will be resumed, but the radiance of that sunrise will glow in the memory amid the dullest surroundings, and the fragrance of that country bloom will float on many a fancied breeze, even in the dust-laden atmosphere of the workshop. Other lessons may be forgotten, but that day's teachings in nature's school will become a permanent part of the mind's store of knowledge.

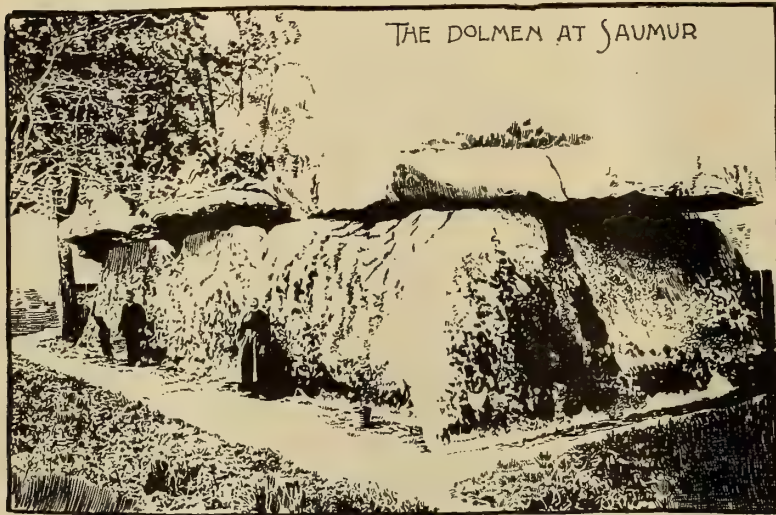
Thus has the bicycle come into this land of cities, with their high walls and crowded tenements, to fill its important mission; to introduce the city man to a world heretofore unknown; to expand his ideas of nature and broaden his conception of nature's God.—"BUCKEYE."

Bliss has defeated Johnson eight times since his initial victory July 4, and Dirnberger has done the trick five times.



## A TOUR IN SUNNY FRANCE.

Before calling attention to some of the peculiarities of Anjou and Brittany, we can not leave the valley of Touraine without reference to some characteristic features that appealed to us most strongly as we sped down the smooth boulevards along the banks of the Loire and its tributaries. Always the plateau rose close to the river, and frequently so close and so abruptly as to be a perpendicular cliff overhanging the road. The cliff-dwellers at Crepy-en-Valois had surprised and fascinated us, but here we passed whole communities of them. As far back as history extends, the people have burrowed in the soft limestone and lived therein like swallows in a sand bank. The face of the rock was almost honeycombed with doors and windows, there being frequently two tiers of these queer abiding places, and sometimes three. The cliff had been cut away over the lower tier, forming a new wall farther back, in which is the second tier of caves, so



that the front yards of the inhabitants are the roofs of their neighbors' eaves below. The wrinkled grandfather smokes his evening pipe before his door, not beneath the shade of his own green tree, but beside his neighbor's chimney. Sometimes the fronts of these cave houses are quite handsome facades of stone blocks, but generally there is simply the rough face of the cliff, with a small doorway and perhaps one tiny window. Even in the bright sunlight the interior of these houses is in perpetual dampness and gloom. They are unhealthy and uncomfortable. The people do not live thus because they are particularly poor but because they and their ancestors always have lived so. It is an old custom (*un vieux coutume*), which means in France that it is not only old but sacred, and never to be changed. It seemed almost as if we were passing through an enormous prison, the cells of which were all stone dungeons, full of wretched prisoners—for there was little of the light of happiness in the faces of the people. In one community there was a little chapel, the front of the cave being more elaborate than those of the others and adorned with a small figure of the virgin—a gloomy worshiping place indeed. Our illustration does poor justice to this wonderland. Just across the road in front of the cliff houses was the beautiful, sparkling river. The contrast was a striking one.

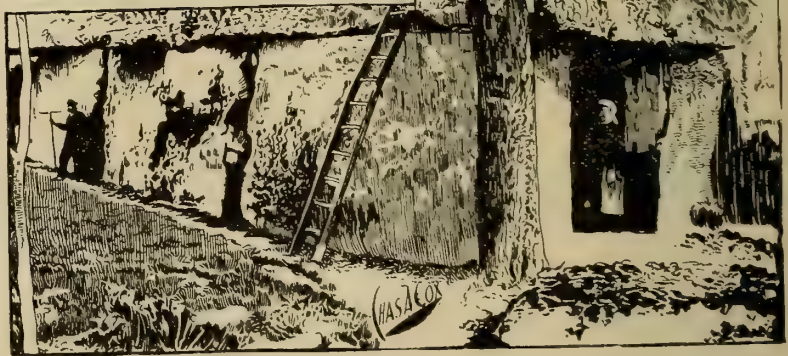
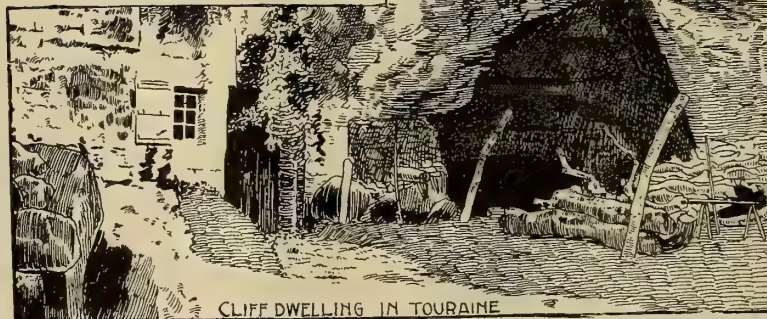
Between the road and the river for miles and miles and days and days we passed hedges of great blackberry bushes, loaded with luscious fruit. Bushels were in sight at one time. We plucked them by handfuls and ate them by quarts. But no one else did. We had wondered that no peasants, not even children, were gathering them. We wondered still more when an old woman rushed toward some of us, shouting that they were not good and would make us ill. A suggestion that they were possibly breeders of the terrible cholera, then raging so near us, sent a cold chill through us. But we soon learned that the people do not eat them simply because they consider them wild, coarse food, only fit for birds or animals. Probably a prehistoric ancestor ate too many once upon a time and suffered accordingly. It therefore became "*un vieux coutume*" not to eat them, and the people never have. For a similar reason, doubtless, they don't raise corn or eat it, since it is "fit only for horses." Yet for dinner, these same people fry entrails that look more like fricasseed angle-worms than anything else. There was another feature of that section which was less pleasant but quite as interesting. We encountered an epidemic of punctures, or rather of large tacks in the road, that had fallen from the peasants' shoes and would puncture anything. Scarcely a pneumatic escaped. Every night some one had a tale of woe to relate. The six cushion-tire men were jubilant, but ecstatic does not express the satisfaction of the one "solid-tire crank," so-called. From the first of the tour he had been reviled and insulted, and really, until the tack epidemic, there had been nothing for him

to say in reply. But now when the tack victims were sweating and swearing, and jumping and repairing, he declined all offers to "swap even" with cool hauteur outwardly, but red-hot joy within. The epidemic lasted a week and there were at least twenty punctures. We concluded that the shoemakers of that locality must be swindlers. Before and after that week we encountered no tacks. The double-tube tires withstood the epidemic with nothing but botheration, but the single-tube tires were almost permanently injured. One such machine was replaced by a French wheel, and two others continued to leak, despite repairs, till the end of the tour. We did not regret that we had pneumatics—their superiority, even on those smooth roads, was infinite—but we concluded that double-tube tires are necessary for an extended tour.

The ride from Loches to Chinon was a notable one. It was a run of twenty-two miles across the plateau from one tributary of the Loire to another. For the third time we were accompanied by a French wheelman, and it is appropriate to say here that we saw few cyclers, comparatively, except in Paris. Those grand boulevards through that beautiful country were used mostly by peasants' carts. We almost felt justified in saying that, leaving out the great cities, we would see more bicycles while crossing the state of Maine than the country of France. The above Frenchman was a genial fellow, and a racer. He was not satisfied till two of our boys had beaten him, although he had a high-g geared machine, which on those smooth roads gives an immense advantage. Also on this day's ride occurred our first serious accident. At the foot of a coast a bicycle collapsed. The head broke short off, and the wheels flew apart. The rider was fortunate to escape with a lame wrist and the loss of more or less skin. We carried the front wheel of the defunct bicycle on the luggage-carrier of another bicycle, but how to get the rest of the machine to the next town was a conundrum. The rider couldn't push it—he was too lame. Finally one

rider grasped the right, another the left, handle of the broken bicycle. They were then started by their companions, and away they went. It was a tremendous strain on the arms to hold the pedals from the ground, and the feat would have been impossible except on a road that was perfectly smooth for the entire width. If you don't believe it, try it and see.

The unique feature of that day was the scramble for dinner at



l'Ile-Bonchard. The regular itinerary had been changed somewhat. We had been assured of a good hotel at the above place, and took the risk. It proved to be a tiny hamlet that was apparently buried from the world in the customs and aspect of a bygone century. There were two little inns, that were scarcely more than private houses, which occasionally entertained a stray traveler that happened to get stranded there. When we swooped down upon them, the result was something to be remembered. We carried consternation with us. When it was made clear to our hostess that dinner was desired for twenty-three, she threw up her hands, exclaimed, "*Mon Dieu*," and sank in utter dismay into a chair. Such a thing had never happened within her life's narrow horizon before. She hadn't even bread enough for half of us. The manager gave us *carte blanche* to get food wherever we could find it, and he would pay the bills. We hungry wheelmen skurried over that astonished village like so many pigs let loose. It was each man for himself. The queer little shops afforded something edible, but not much. There were large stories told afterward of big finds in the way of food, but nobody had any too much, unless beer be excepted—for that only was obtained in quantity. It was a jolly experience rather than otherwise. We all enjoyed that forage for dinner quite as much as the elaborate menus elsewhere. It was a merry contest as to who could procure the best dinner. The town and the people may be imagined by the follow-



ing incident. One of the enthusiasts found time to sketch the little church. The peasants clustered around him suspiciously. All artists were German spies to them. One clodhopper blustered that he only sketched the church to conceal his purpose of making plans of the village. Another simpleton demanded, "Are you a German spy?" But the prime idiot of all conceived the bright idea of testing his nationality by asking, "Do you know what 'ya, ya,' means?" They became so threatening that the artist thought best to depart.

We reached the Loire again at Saumur in Anjou. It is a large city with an old chateau on the height, like all the rest in this section. But its center of interest to us was the dolmen, the most perfect in Europe. This prehistoric temple of the druids, this representative of the first attempts at human architecture, is situated in a private garden. Its presence there antedates all human history. There is nothing but conjecture in regard to it. It is supposed to be contemporaneous with Stonehenge in England. But how its great stones were placed in position or where they came from is a mystery. They are of granite—there is nothing but limestone in the country for hundreds of miles. We estimated that one of the roof-stones weighed forty tons. How was it elevated by prehistoric man? That it was dragged up over a mound of earth, afterward removed, seems the most plausible theory. This sample of the beginnings of human architecture was a suggestive contrast to the magnificent Gothic and Renaissance triumphs that we had seen. Our visit to it was a singularly appropriate incident of a tour of a party of architects.

We were all arrested at Saumur. We took the wrong road because misdirected when leaving the city. It wasn't as good a road as we were accustomed to, but a man said "*Oui, oui*," when we asked if it led to Angers, so we proceeded. It grew worse and finally narrowed into a lane through a grove of trees. At the end was a gate. Beyond was a broad meadow, in which was a solitary cavalry man. His presence should have warned us, but we saw a cluster of houses on the other side, where we knew ran the road to Angers. We started across the meadow, through various smooth foot-paths, but the *grand route* and the houses were on the other side of a deep, broad canal. We were hunting for a boat, when a woman appeared from the only house on our side, pointed to an approaching officer, and declared that we would be arrested. We believed her. We knew, by this time, what French regulations were, and perceived that we were trespassing. As we hurried back to the gate in a general stampede, we resembled nothing so much as a herd of frightened animals. The official intercepted us. We dodged him. We could pedal faster than he could run. He aimed a blow with his staff at one man; it fell on the rear tire. At last one sensible man allowed himself to be arrested. We all waited for him at the gate. We had committed a serious trespass on government land, reserved for cavalry. After explanations we were allowed to depart.

Angers is justly entitled "black Angers." It is a great city, to a large extent built of slate. Enormous slate mines are all around it. The blackest thing in the city, both in appearance and suggestion, and the strangest of the scores of old chateaux that we had seen, was the huge chateau of the old counts of Anjou. It seemed more like a vast fort than the former residence of a feudal chieftain. It was of no avail to reflect that a modern rifle-cannon could shatter its layers of slate, piled up to withstand only the arrow and the stone from the catapult. There was something about it more suggestive of impregnability than a modern war-ship. We could also well believe the horrible tales that were told us as we inspected its awful dungeons. We left the Loire at Angers and turned our faces northward. Great contrasts awaited us by that simple change of direction. We were to leave the green meadows, the rows of poplars, the vineyards, the limestone cliffs, and the level roads beside the river, and enter amid the hills and valleys, the oaks and chestnuts, the orchards and grain fields of Brittany. We were to leave the land of the courteous Frank and enter that of the rougher Celt; the land of republicanism and religious toleration, and enter the land of royalism and strictest catholicism. Elsewhere the peasants were charmingly polite. Even the ragged urchins, with bare feet thrust into wooden shoes, doffed their hats with all the grace of a beau cavalier; and the drivers of teams turned out of the road to let us pass. But in Brittany the little boys threw green apples at us, the young people in the fields shouted and jeered at us, and the teamsters would have driven straight over us had we not turned out ourselves. Also, we had left the land of wine and entered that of cider. Elsewhere the red claret had been placed on the tables as free as water; in Brittany it was 40 cents a quart, and great decanters of old cider took its place on the tables. It was villainous stuff, with a smooth, decent taste that concealed its latent power. At least one of its victims passed an unhappy night with a hot-water bottle pressed close to his troubled abdomen. And all this change was brought about by only two days of riding. There was one feature that did not change, however. The surface of the roads was as immaculate as ever. The roads themselves had changed; from nothing but level stretches we had come to nothing but hills. The particular road over which we were traveling was as straight as the crow flies for thirty miles; as straight as a railroad across our western plains—that is, in direction. But there was not a level stretch of 100 rods. It was coast and climb from morning till night. As a novelty, it was delightful. Monotonous? No. It gave as varied fascination as a winding "wheel-track" in rural Maine. If we could not imagine and expect the vista around the next turn, we could anticipate the panorama from the top of the next hill. Sometimes the road could be seen for five miles, in front and behind, bending over two or three hill-tops, and

the tiny distant figures of our companions would appear, then disappear into a valley, either ahead or behind, as the case might be.

But oh, those glorious coasts! They were over a mile long sometimes. We would fly down the broad, smooth pathway at the rate of a mile in two minutes. A new method of racing was developed. It depended upon the condition and make of the bicycle and the avoirdupois of the rider, rather than muscle and wind. Such cleaning of chains and oiling of bearings was never heard of before. Such exciting and exasperating races never were won and lost. The victor on the plateaus of Picardy found his muscle of no avail on the hills of Brittany, for there the weakest rider might gain the victory.

EDWARD H. ELWELL, JR.

## G. E. OSMOND'S NEW RECORD.

**He Nearly Smashed the Mile, While Breaking the Two-Mile Record—Other English News.**

LONDON, August 19.—On Thursday evening at Herne Hill Ernest Osmond continued his record breaking by going for Meintjes' two-mile



M. ANDRE.

record of 4:37. This he succeeded in beating by 12 3-5 seconds, doing it in 4:24 2-5; his time for the mile, en route, being 2:10, or 2-5 seconds outside Meintjes' British record. The conditions were extremely favorable. Given another good night, Ernest Osmond may be expected to lower the mile record to 2:08. He is at present away on a trip to Holland.

C. Robertson, of Dundee, won the fifty-mile bicycle championship of Scotland on Wednesday last at Dundee. The

starters included Vogt, McLaren, and J. Killacky. Robertson's time was 2:36:37 4-5.

### Watson Beaten in Denmark.

Yesterday a series of international races took place near Ordrup, Denmark. The English half-mile was won by A. J. Watson, London, in 1:33 4-5. The five-mile race was won by Hansen in 13:05, Watson being second.

### The Cracks Dropped Out.

The result of the North Road open hundred mile last Saturday was particularly disappointing. Although S. F. Edge, Bidlake, and J. M. James were among the forty starters, all three gave up, and the event was ultimately won by an unknown man, W. O. Kirby, of Bedford, in 5:56:13. This was the seventh annual open century the club has held.

Last Saturday, on the Fallowfield track at Manchester, an exciting 100-mile path race was held. A. V. Linton looked like getting inside Dance's recent figures for a while, but was not successful, winning the event in 4:48:46, or 4:47 4-5 outside record. R. H. Carlisle was second, just under a lap behind, after a long and plucky struggle.

The cycling volunteers' long distance challenge cup competition, held on last bank holiday on roads round Oxford, was won by the team of the Seventeenth Middlesex, which beat the First V. B. Welsh Regiment in the time of 10:22:38—the time of the slowest rider. When the weight of machines, and the heavy equipment carried is allowed for, this represents a sterling performance.

### Englishmen Defeated in a French Road Race.

The Paris-Brussels road race seems to have proved quite a fiasco. The distance was 253 1-8 miles or 402 kilometers. Sixty-four men started at 11 p. m. last Saturday, and the winner, Andre, of Liege, reached Brussels at 5:50:55 p. m. on Sunday. Andre is a comparatively unheard of rider. No first-class men started. Only three Englishmen competed—Lacaille, Jefferson, and Dods. The latter two gave up en route, and Lacaille only secured eleventh place. Jefferson states in the *Cycle Record* that none of the promises respecting pacing and feeding en route were fulfilled. The Englishmen had a very unhappy time.

### Fletcher Gives Up His Ride.

Owing to the intense heat Lawrence Fletcher, who started at 6 a. m. from Land's End to ride to John o' Groats, abandoned his effort on the same afternoon. On Wednesday he started again, but no news has yet reached London as to his fate.

The southern counties' camp at Dorking was the scene of much gayety last week and in fact from August 5 to 14 things were kept lively in camp. The strong contingent of visitors from Harrogate gave a great stimulus to the second week-end's entertainment. To the last, hospitality prevailed.

The statement that W. J. Britten had resigned from the licensing committee has proved to be quite correct.

F. T. Bidlake has been called upon to tender an apology for criticising the licensing committee's policy in the press, or to resign from the general committee. I expect Bidlake will resign.

C. W. HARTUNG.



## HILLIER RECEIVES A ROAST.

It is seldom that the French cycling press ever "roasts" an Englishman, but G. Lacy Hillier has just been the recipient of as sarcastic a letter as is ever seen in a paper. Hillier was so impolite as to speak disparagingly of the French records when acting as judge in the Cuca cup race. *Wheeling*, one of his home papers, raked him over the coals for it. It said:

When Shorland desired to know what the world's 12-hour record was, Hillier shouted to him to pay no attention to that. "It is a record timed with a seventeen and sixpenny watch, with a cycle manufacturer as timer." Hillier replied. Such was the description of the fine performance of Dubois, shouted into the ears of the two French racers and other Frenchmen among the spectators.

Now *Veloce Sport* publishes the following open letter, which for sarcasm can not be beaten:

To his Eminence, Mr. G. LACY HILLIER, judge of Shorland's record.

*Eminence:* A great English journal, our excellent confrere *Wheeling*, accuses you of having, during Shorland's record ride, publicly reviled and ridiculed—by denying—the authenticity of the French records successively beaten by Shorland—notably those of our much-loved and great racer, Dubois. *Wheeling* even dares—how audacious!—to give you a very suggestive lesson upon international courtesy. Your Eminence, it surprises us and troubles us that such a sporting man as you are, whom we have praised many times for your indisputable technical knowledge, should act in this manner. We certainly understood that a great joy had entered your heart of an English cyclist, when Shorland, victorious, had overcome the great world's record held by France.

We see you, with a grand gesture, give the order to hoist the British flag upon the highest summit of Herne Hill and order the band to play "God Save the Queen." But we are surprised at one thing, which is that you did not hoist the black flag, as they do at Newgate after a hanging, to show to the greedy crowd that the French record was dead. We comprehend that sitting upon your golden throne, before which the people prostrate themselves, you have felt tears in your eyes when Shorland has beaten Stephane: tears that were immediately crystalized into pure Cape diamonds. Doubtless a slave has brought you at this supreme moment, in a golden goblet, a drop—a single drop!—of sacred gin or whisky, to deliver a moment—a single moment—your spirit from the beautiful joy of ethereal things.

It was then, your Eminence, that you had doubtless forgotten the earth, to see in the heavens of Vishnu a little France, without watches, without chronometers, without timers, and without record men. You can recollect in a moment, you who are so expert in sporting matters, that Dubois formerly, upon this British earth that is so dear to you, won the fifty-mile championship of the world (1887) against your most famous pedalers, and at the recent regatta at Henley, your countrymen twice cut the oars of the Frenchmen, to the disgust of the English press; but you have very quickly forgotten these impure souvenirs, and, seized with the holy horror of a "horseguard" or of a simple "volunteer," you have preferred to trample under foot the cadaver of the conquered, as your ancestors formerly in India trampled upon the soldiers of Tipposaib.

Perhaps you were wrong, your Eminence. If your fine English soul had remained upon English ground at this solemn moment, in the place of flying toward the profound depths of the clouds, you might have understood that to glorify oneself is the better to glorify his adversary, as we did last week in comparing Shorland to Stephane. You can recollect with a feeble effort of memory—oh, how feeble!—that in the great records in France they sometimes dare chronometer (excuse me for using this word in speaking of France) English miles, and it has not been reciprocated in your noble country, hereditary asylum of ideal timing, of very respectable chronometers.

You can finally recollect the lessons of history that belong to you, the decadence of nations formerly at the head of the world, and now in their decline,—just return to things here below,—and you can perhaps understand that Zimmerman, Windle, Lehr, Cantu, Stephane, Cassignard, Dubois, and Fournier have not, like yourself, ascended into the clouds of the dreamy stars, no more to return. You are high, your Eminence. Remain there! They can send your golden throne to you by the royal

postoffice that goes everywhere, so you can sit easily. They will also send you the diamond tears that you wept,—so moved were you by Shorland's victory,—for fear that you may be obliged to change them here below—in a short time, perhaps—into crocodile tears.

As to *Wheeling*, we beg of it not to confound you with the other English sportsmen; it reviles us, as it insults your great glory. There is but one Lacy Hillier in old England, and there will be but one in the infinite heavens.

I am, your Eminence,

MAURICE MARTIN.

## Ancient French Roads.

That we are far behind other nations in the construction of our highways no one denies, but few persons realize how long the older countries of the world have been engaged in the work of scientific road-building. In that delightful book "Young's Travels in France," we come almost constantly upon such tributes to the roads of that country as the following, under date of June 9, 1787:

"The immense view from the descent to Donzenac is equally magnificent. To all this is added the finest road in the world, everywhere formed in the most perfect manner, and kept in the highest preservation, like the well-ordered alley of a garden,

without dust, sand, stones, or inequality, firm and level, of pounded granite, and traced with such a perpetual command of prospect, that had the engineer no other object in view, he could not have executed it with a more finished taste."

That was written over a hundred years ago about a road which had been built long before, yet it will stand today as a perfect description of the best road which modern science is able to construct. What a civilizing influence such a road must be in any country through which it runs!—*Century*.

American roads of one hundred years ago could hardly fit Mr. Young's description of the ancient French highway.

## A. I. Brown.

Any one who attended the international meet will remember the well-built lad with the curly black hair, whose brown suit always loomed up in the front ranks of the handicap events. That was A. I. Brown, of the Lakeside Cycling Club, Cleveland. Doctor Brown—for he has received a medical diploma—has only been racing since August, 1892, and has made an enviable reputation. He is a strong finisher and always has a sprint left, no matter how hard the finish. He is a man to be watched,

for he is sure to make his mark on the path at no far distant day.

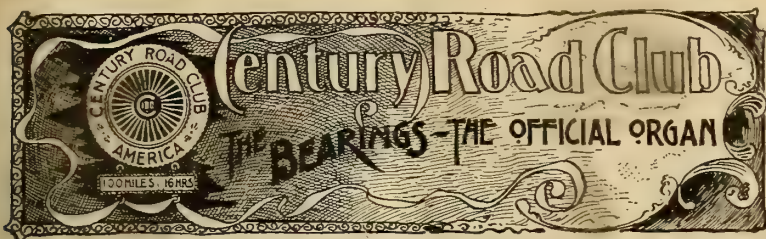
## Where to Study Human Nature.

If you want to study human nature, advertise a machine for sale. For a couple of weeks we have had a machine in the office for sale, and the people who have come to see it afforded an endless study. Two struck me as being particularly worthy of note, says the "Scorchers," in *Wheeling*. The first was a military officer. When he came into the office I felt inclined to ask him what rent he got for Fleet street, for I thought that he must own the street. He talked in a deep voice, for which he had taken out a patent, and he repeatedly used the words "aw" and "haw-haw" and "er" and "y-a-a-a-s." He slapped one leg of his trousers with a cane as if it had been very naughty, and he said damit more than once.

The second was a clergyman in a pale face and a soft round hat. He wore black gloves whose fingers were too long, and an umbrella hung pendulous from his little finger. He seemed to ooze through the office door, and looked as if he thought he should apologize all round for being alive at all. He walked across the room as if he knew that there was a poor old lady dying in the corner, whose last moments must not be disturbed at any price by the slightest noise. He spoke in lemonade and milk accents, and when he had finished his survey he trickled out through the door and down the stairs with apologies on every feature of his face. Yes, cycling has a varied following.







## CENTURY ROAD CLUB OFFICERS.

PRESIDENT	W. A. Skinkle, Case Bldg., Cleveland
FIRST VICE PRESIDENT	F. W. Gerould, 108 Madison St., Chicago
SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 293 Wabash Ave., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

### Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 293 Wabash Ave., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 444, New York
ROAD RECORDS	R. D. Garden, 291 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

### State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Holm, 908 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Perrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, R. B. Whitehead, Westfield.
Delaware, S. W. Merrihew, Wilmington.	North California, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 602 F. St., Washington.	New York, C. Edward Wood, 202 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Illinois, John E. Templeton, 4 and 6 Sherman St., Chicago.	Oregon, W. Newton, 333 Morison St., Portland.
Indiana, Frank L. Rough, South Bend.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Iowa, J. A. Pallister, Ottumwa.	Rhode Island, C. W. Weld, Providence.
Kansas, H. E. Harris, Boston Bldg., Ft. Scott.	Tennessee, George C. Brodnax, 290 Main St., Memphis.
Kentucky, Orville W. Lawson, 617 W. Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edw. Nelly, Parkersburg.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	Wisconsin, Frank Bolte, Milwaukee.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Michigan, W. E. Metzger, Detroit.	England, Maj. Knox Holmes, London.
Minnesota, Colie Bell, 703 Nicollet Ave., Minneapolis.	France, A. G. Roux, 54 Boule. Du Temple, Paris.

### Applications for Membership.

John C. Carpenter, Olathe, Kan.	H. A. Ludlum, Drayton, N. D.
Harry A. Stowell, 345 E. 42d St., Chicago.	T. C. Walden, St. Ann and Main Sts., Owensboro, Ky.

### Pay Your Dues.

Members who have not paid their annual dues (\$2) are requested to do so at once. Remit to the secretary by postal note, postoffice or express order. Personal checks on other than Chicago banks are not accepted. The current year of the C. R. C. ends May 1, 1894. Membership cards will be issued as fast as the dues are paid, and no orders for bars will be issued after October 1 except to those who have paid up. Members who paid dues last year will not be required to do so this year.

JOHN E. TEMPLETON, *Secretary*.

### Business with the Secretary.

Chicago members of the Century Road Club are requested to transact all their business with the secretary by mail. The salary attached to the position does not enable him to devote his entire time to the club and it is a constant source of annoyance to others in the same office to have members coming in at all hours of the day telling them their wants—if the secretary does not happen to be in.

JOHN E. TEMPLETON, *Secretary*.

### Thinks Scorchers Should Be Arrested.

BOSTON, MASS., August 26.—The special committee of the Boston common council on the regulation of bicycle speed in the streets of the city, gave a public hearing a day or two ago. J. S. Dean, C. H. Griffin, Geo. H. Stoddard, and several other well-known cyclists were there and protested against any obnoxious ordinances being adopted. The argument put forth by these gentlemen was mainly against the lantern clause, they setting forth the uselessness of such a commodity. Mr. Dean said he favored arresting the scorchers as the surest way of preventing careless riding in the streets. The matter was finally held over for legislative action.

The roads in this vicinity since the great storm of last week have again become in the pink of condition and on every side wheelmen and wheelwomen are to be seen enjoying the bracing air. The Union B. C. is nothing if not original in ideas of entertainment. A few weeks ago a most grotesquely gotten up invitation was issued to its many friends to participate in the club's "annual bath." As their clubhouse is situated on the shore of Dorchester Bay, the facilities offered for such diversions are ample, so the affair gave promise of being a great success, until the elements which control the dewy heavens put a damper on the proceedings by copious showers. It was a great disappointment, and now to offset that failure, another similar entertainment is being arranged and will be given Monday night, August 28. The invitation is printed on heavy cardboard and is suggestive of Egyptian carving. The programme includes tub racing, swimming matches, etc.

### Chicago Showed up Well.

CHAMPAIGN, ILL., August 29.—The Chicago boys took everything worth having today, and would have had one more race to their credit had it not been for the questionable decision of the referee. A. J. Nicolet, Chicago, won the mile open in 2:54, defeating E. V. Miner and Bert Myers. The time limit of 2:45 was exceeded, and the event was declared no race. In the run-over Nicolet and Miner collided and the former's front wheel was buckled. Miner won; Peck second, and Nicolet third. Some of the spectators caught the time at 2:56, but the officials declared that 2:45 had been made, and allowed the race to stand. The two-mile open was captured in fine style by Nicolet, C. H. Peck, Chicago, second, and Bert Myers third. Time, 5:52. Peck turned the tables in the two-mile handicap and beat Nicolet out from 100 yards. Myers, scratch, was third. Time, 5:28. J. G. Nicolet won the mile county championship, and ran second to J. F. Sperry in the half-mile.

### After the Fair.

LEAVENWORTH, KAN., August 26.—Following the three days' horse races of the Leavenworth County Breeders' Association at the driving park was a bicycle meet today under the auspices of the Kansas division. The track was in good condition and the weather fine. The summaries:

Half-mile novice.—R. W. Farrell, Leavenworth, first; A. W. Miller, Leavenworth, second. Time, 1:27.

One-mile open.—M. H. Burt, Wichita, first; H. R. Warren, Kansas City, second. Time, 2:27 1-2.

Two-mile lap race.—B. T. Howard, Kansas City, first; M. A. Maxwell, Winfield, Kan., second. Time, 5:28 1-2.

Half-mile, Leavenworth County championship.—R. W. Farrell, first; Herman Vetton, Leavenworth, second. Time, 1:21 1-2.

Two-mile handicap.—M. A. Maxwell, 100 yards, first; Ben C. Howard, 300 yards, second. Time, 6:01 1-2.

### To Prevent Extortions.

Tom Eck's action in demanding money of the Albany Wheelmen has caused the following rule to be passed by the Racing Board:

Any attendant, trainer, or manager who shall in the judgment of the Racing Board, by reason of unfair conduct, coaching, blackmailing schemes, attempts to extort money from race promoters, or other ungentlemanly action detrimental to the amateur racing interests of the league, may by a majority vote of the Racing Board be ruled off the race tracks and prohibited from exercising his vocation or appearing on the track at any race meet held under these rules, for such a time as the board may determine. Violation of this rule will result in withdrawal of sanction privilege from promoters permitting such infringement, and suspension from track racing of racing man accepting service from such attendant during said suspension.

### Wheeler Breaks a Record.

NEW YORK, August 26.—A. E. Lumsden's five-mile competition record has been lowered but not by an amateur. The cash prize races were sandwiched around the Chicago-Brooklyn base-ball game and in one of them Harry Wheeler made a phenomenal ride. It was in the five-mile handicap and he beat out Price, who had 230 yards, by six lengths. His time was 12:04 1-5. Wheeler also rode in the mile open and two-mile handicap, capturing the first event. Results:

One-mile open.—H. C. Wheeler, Orange, first; A. B. Rich, New York, second; H. E. Bartholomew, Lewisburg, third; C. W. Price, Milwaukee, fourth. Time, 2:35 1-3.

Two-mile handicap.—J. A. Newhouse, Rochester, 150 yards, first; H. E. Bartholomew, 130 yards, second; C. L. Williams, Charleston, 200 yards, third; J. E. Starbuck, Marion, 170 yards, fourth. Time, 5:00 2-5.

Five-mile handicap.—H. C. Wheeler, scratch, first; C. W. Price, Milwaukee, 230 yards, second; C. A. Betner, Rochester, 530 yards, third; C. W. Ashinger, New York, 460 yards, fourth; Frank Abert, New York, 480 yards, fifth. Time, 12:04 1-5.

### A Batch of Professionals.

The Racing Board has declared the following to be professionals: Irwin Hupp, Urbana, Ohio; Oakley Annis, Oneida; William Westbury, E. B. Roberts, F. K. Austerman, Canastota, N. Y.; C. W. Price, Milwaukee; J. S. Starbuck, Marion, Iowa; R. E. Bellecour, St. Louis, Mo.; W. F. Heuman, Elgin, Ill.; W. F. Steinel, Milwaukee, Wis.; H. Kanaska, Milwaukee, Wis.; Carl Hess, New York City; Albert Buckley, Ralph Knightly, Longmont, Colo.; J. C. Clark and Mr. Snyder, Boulder, Colo.

### Grosch Has a Snap.

NEW YORK, August 26.—The Riverside Athletic Club held an athletic meeting at Waverly, N. J., this afternoon. Six bicycle races were run and resulted as follows:

Half-mile handicap.—Paul Grosch, scratch, first; G. Thatcher, R. C. C., 40 yards, second. Time, 1:06 2-5.

Two-mile handicap.—J. W. Welles, V. C. R., 135 yards, first; C. F. Boyce, P. A. C., 60 yards, second. Time, 4:50 3-5.

Half-mile scratch.—P. Grosch, P. A. C., first; G. Coffin, O. A. C., second. Time, 1:21 1-5.

One-mile novice.—C. Brady, M. W., first; F. Nangle, M. W., second. Time, 2:39 3-5.

One-mile handicap.—J. Welles, V. C. R., 100 yards, first; G. W. Coffin, O. A. C., 50 yards, second. Time, 2:19 1-2.

Three-mile bicycle team race.—Orange A. C. Cyclers, first; Elizabeth A. C. Cyclers, second. Time, 8:41 2-5.

### Hyslop as a Record Breaker.

MONTREAL, QUEBEC, August 26.—The one-mile Canadian record was broken to-day by Hyslop, at the annual championship races of the Montreal Bicycle Club. The best previous time for the distance in Canada was 2:25. Hyslop covered the mile in 2:23 4-5, thus beating the record by 1 1-5 seconds.



### Negroes Race by Electric Lights.

ST. LOUIS, Mo., August 29.—The electric light bicycle meet of the Von Der Ahe Colored Bicycle Club came off last Wednesday evening, as billed. The attendance was fair, but the track was so dimly lighted that the riders could only be seen as they crossed the tape directly in front of the grand stand.

The Pastime Club, whose meet will be held here on September 19, are using every effort to get some of the cracks to ride. There will be two bicycle races—a mile open and a two-mile handicap. They have a good third-mile track, well surfaced, and banked at the corners. In addition to the two open races they will have a race for club members for the Sanford medal, which must be won twice in a season to become the property of the rider. Should it be won by three different riders in succession, a special race between these three will be held to decide the ownership of the medal.

The St. Louis Cycling Club lost a popular and energetic member in R. M. Milford, who died August 28, of typhoid fever. He was a hardy rider on the road, and had also done some track racing. He was first brought into prominence by winning the first place and the time medal in the Forest Park road race, in '91.

### 'Twixt Love and Duty.

A young man who resides in Richmond, Ind., evidently had a hard struggle to decide between love, and duty to his health. A local paper tells the story as follows: When the bicycle fever strikes the average young man, it strikes him hard. But about the worst case that has yet come to light happened in this city only a few days ago. Its absurdity makes it seem almost untrue, but nevertheless it is a fact. Two young men stopped into one of the local shops and asked to see bicycles. They each wanted to buy one. One of the two did the most talking, and finally the other one quietly slipped out of the store. The dealer, upon discovering his absence, asked the one present what had become of his partner. He was told that the fellow wanted a bicycle but that he was soon to be married and that he could not get married and get a wheel at the same time; that he had gone to see his girl to try and break the engagement, and if he succeeded he would take the wheel. Presently the fellow came in smiling and bought the wheel. The dealer questioned him and learned that he had fixed it with the girl all right, and now he has his wheel.

### Looking Backward.

A small camera obscura, to be fastened on the handle-bars for the purpose of allowing the rider to see what is going on behind him, is an English invention. The apparatus is about 1½x1½ inches, and the side looking rearward is absent. In its place is a double concave lens, focused on a mirror placed at an angle of about 45 degrees.

### No Longer the Official Organ.

W. W. Watts has severed his connection with the *Southern Wheelman* and is now editing the cycling columns of the Louisville *Sunday Bee*. The *Southern Wheelman* is no longer the official organ of the Kentucky division.

### Lehr Riding Fast.

A cablegram from Germany states that August Lehr, the German champion, recently made a mile in 2:06 2-5, which breaks all European records.

### HERE AND THERE.

The Michigan Century Riders' Club has been organized and a club pin adopted. The design is a solid gold pin, semicircular in form, representing half of a pneumatic tired wheel. The tire is modeled in frosted silver, with the spokes, hub, and rim in black enamel on gold ground. The words "Michigan Century Club" are engraved, also in black enamel, on the upper part of the design.

The Metropolitan Association of Cycling Clubs, of New York, will hold its first race meet September 16. A suitable track could not be found in New York City, so the half-mile track at Waverly, N. J., was chosen. It is said to be the fastest in the state, and is only 35 minutes' ride from the city. All the cracks have entered and there will be some exciting races.

Shock, the professional, has at last won a race, defeating W. F. Heuman in a ten-mile event at Freeport, Ill., last Saturday. The finish was close and exciting, Heuman, who was handicapped by losing a crank early in the race, pushing Shock hard. The fastest mile was ridden in 3:03.

The protest of the Kings County Wheelmen against allowing the Newark Wheelmen to receive the piano, offered to the club having the largest number of finishers in the recent 100-mile road race, has been dismissed by Referee Merselles.

The twelve and one half mile road race between Chippewa Falls, Wis., and Eau Claire last Monday had thirty starters. F. D. Burroughs, of Augusta, made best time—57:00—and E. B. Thomas, of Eau Claire, captured second time.

McEwing, of Wausau, Wis., won the half-mile, the mile, and the two-mile races at Wausau, Wis., last Friday; Ole Verum, of Stevens Point, captured the quarter, and A. J. Pheffer the consolation race.

E. A. Vogel, of the Telegram C. C.'s racing team, says he will hereafter ride for the Milwaukee High School Athletic Club, of which he is a member. Next to Sanger, Vogel is the fastest rider in Milwaukee.

A horse thief was recently run down by police officers from Bloomsburg, Pa., mounted on bicycles. It was a stern chase and a long one, but the thief and the stolen rig were captured.

That popular tune "After the Ball" was written by Charles Harris for the Milwaukee Wheelmen, and was sung for the first time at the club's minstrel show last winter.

Masetti, the Italian tourist, arrived in New York August 21. The Italian is now on his way to Niagara Falls and hopes to reach the World's Fair in about fifteen days.

Elmer Grove, a Minneapolis photographer, is touring the Mexican border. When last heard from he was at San Antonio, Tex., with 1,700 miles to his credit.

Brussels has organized women's cycle races; but the height of folly has been reached, as the streets of the Belgian capital have been selected for the races.

J. W. Schofield landed in New York last Saturday. After a week's training he will ride for the cash prize league.

In the Paris-Brussels road race, Andre, the famous Belgian racer, won the race on a Papillon machine.

F. E. Spooner's claim for records from 30 to 375 miles has been allowed by the Racing Board.

The N. C. A. have to run their races in connection with ball games to draw a crowd.

### AMERICAN RECORDS TO DATE.

#### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
¼-mile flying start	:27*	A. A. Zimmerman	Chicago, Aug. 11, 1893
¼-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
½-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
½-mile standing start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 6, 1892
¾-mile flying start	1:41 1-5*	George F. Taylor	Springfield, Sept. 15, 1892
¾-mile standing start	2:15 2-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile flying start	2:11 2-5*	H. C. Tyler	Chicago, Aug. 8, 1893
1-mile standing start	2:09 4-5*	W. C. Sanger	Milwaukee, July 29, 1893
2-mile flying start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:47 2-5*	John S. Johnson	Pittsburg, June 24, 1893
3-mile flying start	7:38 3-5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31†	Frank Waller	Indianapolis, July 5, 1893
4-mile flying start	7:15 3-4†	John S. Johnson	Minneapolis, Aug. 15, 1893
4-mile standing start	10:13 1-5*	L. D. Munger	Evansville, Oct. 6, 1892
5-mile flying start	10:12 1-5*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3-5*	A. E. Lumsden	Evansville, Oct. 6, 1892
6-mile flying start	15:15 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile flying start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile flying start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile flying start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile flying start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile flying start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile flying start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile flying start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile flying start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile flying start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile flying start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile flying start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile flying start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

#### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
¼-mile flying start	:27†	A. A. Zimmerman	Hartford, Sept. 6, 1892
¼-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
½-mile flying start	:30 *	A. A. Zimmerman	Patterson, N. J., July 4, 1893
½-mile standing start	:57 4-5*	A. W. Windle	Springfield, Oct. 8, 1892
¾-mile flying start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 8, 1892
¾-mile standing start	1:30 4-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile flying start	1:34†	W. W. Windle	Springfield, Oct. 8, 1892
1-mile standing start	2:02 3-5*	W. W. Windle	Springfield, Oct. 7, 1892
2-mile flying start	2:05 2-5*	W. W. Windle	Springfield, Oct. 8, 1892
2-mile standing start	4:28 3-5*	W. W. Windle	Springfield, Sept. 30, 1892
3-mile flying start	7:04 3-5*	W. W. Windle	Springfield, Sept. 29, 1892
4-mile flying start	9:26 3-5	W. W. Windle	Springfield, Sept. 29, 1892
5-mile flying start	11:41	W. W. Windle	Springfield, Sept. 29, 1892
6-mile flying start	15:11 1-5	Hoyland Smith	Hartford, July 5, 1892
7-mile flying start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile flying start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile flying start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile flying start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile flying start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile flying start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile flying start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile flying start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile flying start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile flying start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile flying start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile flying start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

#### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:33:30	J. W. Linneman	Newark, July 15, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.





## In these Summer Days of Idleness

No outdoor sport for ladies is more gentle, more refined,  
more invigorating, more popular than wheeling.

Cycling ladies are no longer stared at as objects of curiosity—no longer conspicuous. Columbias, so graceful, so light, so strong, so safe, and the bewitching costumes so cleverly designed for comfort without sacrifice of appearance, have combined to start a movement in favor of this incomparably healthful recreation that bids fair to place cycling for ladies far in the lead of all athletic sports in which they may indulge. Veritable wheels of happiness are Columbias. Ladies find in them a revelation of joy.

**POPE MFG. CO.**

Boston. ... New York. ... Chicago. ... Hartford.

MENTION THE BEARINGS

—❖❖❖ Our New Tire ❖❖❖—

AMONG the tires we offer for general sale is our new tire, to be known as

**THE "WIZARD."**

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

**Hartford Rubber Works Company, Hartford, Conn.**

MENTION THE BEARINGS



# WE LEAVE IT TO YOU!

If there is any merit shown by races being won on a certain make of wheel, which is deserving of the most consideration and credit—the wheels ridden by “hired men” or the ones ridden by “simon-pure amateurs”?

Just cast your eye on the wins advertised by some manufacturers at the great international meet, names of riders, etc. (some don't mention), and then answer in your own mind

## If the FOWLER didn't scoop more honest wins

and is not deserving of more credit—two to one—than any other wheel? We talk facts—you know it!



### Here are some honest wins on Fowlers:

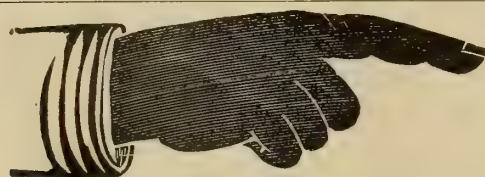
#### AT MILWAUKEE

(International Circuit)

Kennedy easily runs away from Bliss, Crooks, Dirnberger, Smith, and others in the two-mile.

#### AT MILWAUKEE, ALSO,

Kennedy captures first, one-mile 2:40 class; second, one-mile 2:30 class.



#### STILL AT MILWAUKEE.

Bode wins first, 2:30 class, and gets one second.

#### STILL THERE.

Wagner wins first in one-mile.

#### AT RIPON

(International Circuit)

Kennedy wins five-mile handicap.

#### AT RIPON, ALSO,

Kennedy got second in half-mile handicap.

#### STILL AT RIPON.

Bode gets second to Zimmerman in five-mile international.

#### STILL THERE.

Bode gets one second, two thirds, two fourths, in addition.

#### AT MINNEAPOLIS

(International Circuit)

Colie Bell wins the two-mile.

#### AT MINNEAPOLIS, ALSO,

Bell gets second, one-mile handicap.



#### STILL AT MINNEAPOLIS.

J. Harper gets one first.

#### STILL THERE.

J. Harper gets one second, also.

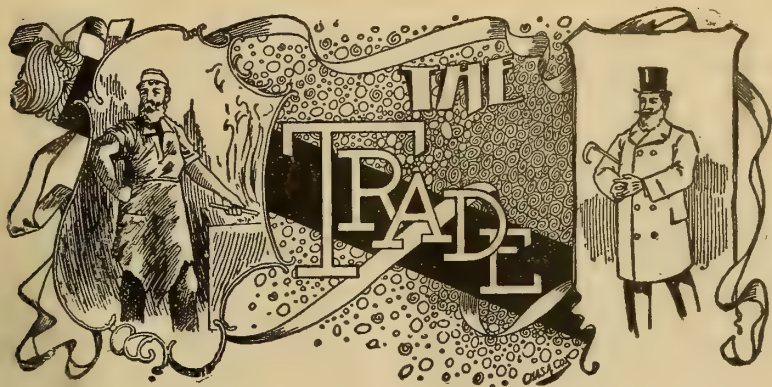
LOTS MORE TO  
SPRING  
NEXT WEEK!

## Hill Cycle Mfg. Co.

142-144-146-148 W. Washington St., CHICAGO.

“On the Dead,”  
What do you think  
of the  
Fowler, anyway?





Colorado Springs, Colo., August 20.

Editor "The Bearings": I want to add a word of thanks to those already spoken by your numerous readers. The report of the races in Chicago was the best I ever read, and was in keeping with your paper. I am like a "fish out of water" if "The Bearings" does not come. I get my paper Sunday usually and it is very good reading for that day.

May the paper live a long and prosperous life is the wish of

Yours truly, C. Vernon Mills.

#### SERCOMBE-BOLTE CO. IN THE RECEIVER'S HANDS.

MILWAUKEE, WIS., August 26.—The Sercombe-Bolte Mfg. Co., although far from insolvent, was placed in the hands of W. A. Meyer, receiver, to-day. It is understood that the stockholders are divided into two factions—John S. George, C. M. Sanger, and Frank Pingree on one side, and Parker Sercombe, F. H. Bolte, C. M. Mortimer, and W. H. Momsen on the other. Sercombe and Bolte hold a majority of the stock, and a new company may be organized soon with George, Sanger, and Pingree out. The receiver was appointed on application of C. M. Mortimer and W. H. Momsen. A Milwaukee paper says:

It is stated that the trouble between Walter Sanger and the Telegram Club has had something to do with the company's going into the hands of a receiver. Mr. Mortimer, who was instrumental in bringing this about, is the second vice-president of the Telegram Club, and it is to him that Walter Sanger is alleged to have consented to ride in the club races. Since the refusal of Walter Sanger to ride, Mr. Mortimer and the other members of the firm have been at outs. The dissatisfaction, it is alleged, has been growing, but the application for a receiver was immediately precipitated, it is understood, when it was learned that John S. George and W. H. Wolff, who had judgment notes against the company in the sum of \$21,000, had taken a number of the company's notes and locked them up. Then, fearing a possible freeze-out, the application was made. Mr. Mortimer denies that the trouble between Sanger and the Telegram Club had anything to do with the matter.

#### Judges Viewing the Exhibits at the Fair.

Four of the cycle exhibitors at the World's Fair—the Pope Mfg. Co., Overman Wheel Co., Kenwood Mfg. Co., and H. A. Lozier & Co.—have refused to put their exhibits up for competition. They refused to do so while Mr. Irving Miller was on the committee, and as Mr. Miller is still there, they are still out. A meeting of the exhibitors was recently held and Mr. Miller addressed it. He said that he would be impartial in his judgment and the makers could rest assured that they would be given fair treatment. He said that he would not pass on the exhibit of the Gormully & Jeffery Mfg. Co., who employ him as their attorney. This removes the chief objection to Mr. Miller, and the exhibitors will doubtless be satisfied. Professor Thurston has been placed on the committee to help Mr. Miller, and the two are now going the rounds and inspecting the exhibits. The awards will not be made to the best bicycle, but a diploma will be given for special features. A gold medal accompanies each diploma. The awards will probably be announced in about two weeks.

#### A Large Jobber Goes Under.

MILWAUKEE, WIS., August 28.—George C. Cribb, dealer in agricultural implements, carriages, and bicycles, at Nos. 133-139 West Water street, made an assignment this afternoon to William Mariner. The assignee gave bonds to the amount of \$800,000, with August Smith and Ephraim Mariner as sureties. The assets are placed at about the amount of the bond, and it is thought that they are able to cover all liabilities. Mr. Cribb has an immense stock, which, with outstanding accounts, it is thought will realize enough to meet all claims.

#### Has Not Gone Out of Business.

Mr. F. L. Douglas, of the Douglas Cycle Co., states that his firm has not gone out of business, as announced in a recent issue of THE BEARINGS. The down-town store has been closed for the winter months and will be reopened in the spring. Mr. Douglas has office room there and bills can be paid there or at the Jackson Park branch, which will probably be kept open all winter.

#### Stolen.

J. Dump & Son, Chillicothe, Ohio, report the loss of a new Cleveland No. 4, No. 1,250, which was stolen from their shop. The machine was finished in blue enamel with bronzed forgings, and had one and three quarter inch tires. The thief has been traced toward Chicago. Twenty-five dollars reward is offered.

#### Mr. Walpole Will Make a Change.

It is rumored that W. R. Walpole, the secretary of the Ames & Frost Co., will in a month or so become an active member of the Charles H. Seig Mfg. Co., of Chicago. The Seig Co. have purchased the entire stock of sundries and fixtures of the Marble Cycle Co., who closed their retail store last week. This concern is evidently one of the few prosperous bicycle houses. Their success during the past few years has been but little short of marvelous.

The company was founded in 1891 by Charles H. Sieg, who was at that time widely known as the secretary of the Stokes Mfg. Co., with whom he had been connected for a number of years. This company handle the Imperial and Falcon, in which their business has been something enormous. They are also the sole owners and manufacturers of the celebrated Perfection repair outfit, an article which is now universally known and sold by hundreds of dealers throughout the country.

Extensive preparations are being made by them for the coming season, they having closed contracts for upward of 3,000 bicycles with one concern already. It may be expected that if this house should engage in the jobbing of bicycles on an extensive scale, that the same push and energy, coupled with fair and honorable dealings, which have characterized this company in the past, will give them, in a short time, the reputation of being one of the largest and most prosperous bicycle jobbing houses in the country. The general wail of "hard times" has certainly no echo around their establishment at present. While it is but natural that at this season their business should drop off to some extent, their daily sales of bicycles are surprisingly large for this time of the year.

#### Recent Patents.

502,298. Bicycle support. Hyam J. Hyams, Dayton, Ohio, assignor of one-half to Henry J. Myers, same place. Filed November 30, 1892.

502,332. Speed-multiplying mechanism for cycles. Henri Trepreau, Angers, France. Filed June 23, 1892. Patented in France.

502,390. Bicycle tire. John A. Wright, Indianapolis, Ind. Filed May 10, 1892.

502,406. Vehicle hub. Henry E. Moebus, Woodstock, Ontario, Canada. Filed November 26, 1892.

502,447. Wheel. George B. Out, Syracuse, N. Y., assignor of one-third to Rudolph C. Vetter, same place. Filed November 5, 1892.

502,500. Cycle wheel. Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Brothers, New York, and the Lamb Knitting Machine Mfg. Co., Chicopee Falls, Mass. Filed January 28, 1893.

602,681. Saddle for velocipedes. Edward L. Shultz, Springfield, Mass. Filed July 19, 1892.

Designs. 22,671. Reach for bicycles. Sterling Elliott, Newton, Mass. Filed December 15, 1892. Term of patent, fourteen years.

Trade-marks. 23,450. Bicycles, tricycles, and parts thereof. Henry William James, Birmingham, England. Filed March 16, 1893. Essential feature, the words "The James."

#### No Road Legislation this Time.

Governor Altgeld, of Illinois, was said to have a scheme on foot looking to the employment of the unemployed of the state and the betterment of our roads. Mr. R. P. Gormully, of the Gormully & Jeffery Mfg. Co., heard of the scheme and wrote to the governor for full details. He received the following reply:

R. PHILIP GORMULLY, ESQ., 222 N. Franklin Street, Chicago.

Dear Sir: Yours of the 18th inst. to the governor, in regard to plan for the improvement of roads, has been received. The governor has directed me to say in reply that in his message to the late General Assembly he called their attention to the subject of road improvement and recommended some action in this direction. They, however, refused to enact any legislation on the subject, and it would therefore be futile for the governor to recall the same legislature for the purpose of enacting laws in regard to which they had once expressed their disapproval.

Yours truly, WM. T. DOSE, Private Secretary.

This is quite a disappointment; and, as Mr. Gormully says, the only thing remaining for the Illinois division to do is to further agitate the subject and marshal their forces between this time and the next election, when they should show their hand in the selection of our state lawmakers, to whose attention this subject of good roads must sooner or later again be presented.

#### A Thorncatcher.

Thorns are the greatest enemies that the pneumatic tire has over in England, and many is the wheelman who has had to walk many weary miles on their account. An ingenious Englishman has patented a device which he claims will prevent nails, thorns, and glass from puncturing the tire. It is a small piece of wire, stretching between the forks, which scrapes off foreign substances that are liable to cause a puncture.



#### Saddle Catalogue.

Saddle manufacturers have been thrown into a flurry by the appearance of the handsome catalogue of the Persons & Muller Mfg. Co., of New York. The cover was designed and drawn by the celebrated German artist Schuetel, who did the paintings in the Manhattan Athletic Club, which was recently closed. This move on the part of the Persons & Muller Co. will undoubtedly cause an epidemic of saddle catalogues.



### The Capitol Mfg. Co.'s New Venture.

The Capitol Mfg. Co., of Chicago, well known to the trade as extensive wrench and screw-driver manufacturers, are embarking in the manufacture of bicycles. They will retain their extensive plant at 125-137 Rees street, which has ample room for the growth of the trade, and with an entirely new equipment of machinery and forces will, on October 1, be in the market for orders for the coming season's trade. The machine will be strictly high grade, built on the Humber lines, with a forty-four-inch wheel base, a twelve-inch head, and a seven-inch rake. The material used in the construction will be of the best English tubing. The wheels will be turned out in weights of twenty-one, twenty-nine, and thirty-four pounds. They will also manufacture ladies' wheels built on popular lines. The reputation of L. Schlesinger, president and general manager, is well known to the cycling trade. With him will be associated G. L. Davis, late of the Raleigh Cycle Co., of New York, as manager of the new company, and C. R. Gorman, late superintendent of the Quadrant Cycle Co., who will occupy the same position in this company.

### Two Cycle Thieves Caught.

On Monday August 21, two young men hired bicycles from the Hart Cycle Co., Philadelphia, for half a day. Failing to return them, inquiries were instituted, and it was learned that they had given false names and addresses. The matter was placed in the detectives' hands, and on Wednesday the thieves were arrested in Baltimore,—while trying to dispose of the machines,—and brought back to Philadelphia, where they were held for trial. At the hearing one gave his name as Harry Weidman, of New York, and the other as John McCuillan, of Elizabethport, N. J. They were "touring," and after hiring the machines rode to Milford, Del., where they took the boat for Baltimore. It was their intention, after disposing of the machines, to continue to Richmond, Va.

### Stolen.

Taken from Hotel Dagmar, Sixty-fourth street and Madison avenue, Chicago, a Bailey Mfg. Co.'s Arab Safety. No number or name plate, two screw holes in front of head where plate was taken off. Nickel spokes, composition rubber and cork handles, Garford saddle, rat-trap pedals, Morgan & Wright tires, sprockets on both sides of rear hub, geared to fifty-six and sixty-three inches. Fred T. Richardson, 196 La Salle street.

### Marble Co. Closes Its Chicago Store.

Another firm has found it too expensive to maintain a Chicago branch, and last Saturday the local store of the Marble Cycle Mfg. Co., of Plymouth, Ind., was closed out. The stock of wheels and sundries was sold at very low figures.

The Andrae Cycle Co., Milwaukee, report that trade is first-rate. Their next year's wheels will show marked improvement in certain important details, and in general finish. Terry Andrae, the old-time racing man, is giving personal supervision to the mechanical department of the factory, and he ought to know what a wheelman needs, if anybody does.

Wylie's wheel, upon which he broke the New York-Chicago record, is being exhibited by the Stokes Mfg. Co. at the Fair. "Pop" Field says it is a great drawing card.

K. Franklin Peterson succeeds G. L. Davis in charge of the Raleigh Cycle Co's exhibit at the World's Fair.

G. V. Clementi, of Clementi & Barr, Chicago, will be married next month.

### Diagnosis of the Scorchers.

A pair of low wheels, a seat "midships," and a segment of a circle superimposed may be accepted as a definition of the rider in action. Daily we witness on our principal thoroughfares young men riding cycles with their back bent like a bow, head depressed and dangling on the front wheels, while the rider labors with all the strength of his thews and sinews to make time. Here we have a forcibly acting heart, rapidly expanding lungs—in short, a stimulated circulation—a strong central blood current being forced against an obstructed outflow. The chest, owing to the position assumed, can not have free antero-posterior movement; retarded respiration of a necessity follows, the heart is displaced forward, its apex is crowded by the diaphragm, while its arterial connections are put in a condition of the greatest strain; but the work must be done, somewhere must energy be obtained to overcome the resistance; that energy is produced and maintained at the expense of the heart. It must be noted that many of the riders are not matured, and must of necessity suffer, for what combination of factors can we have more fully capable of producing cardiac and arterial change than those already noted, viz., strain and immaturity.

In addition, the exercise is very frequently engaged in immediately after partaking of food. In the position assumed the stomach is pressed upon by the abdominal muscles, gastric digestion is interfered with both on account of pressure from the position and the withdrawal of blood in proportion as increased activity of other functions demands its presence. This abnormal combination of conditions renders cycling of this type a pernicious exercise and one which should be proscribed by those who are supposed to be authorities upon all styles of physical culture. I do not presume to criticise at present the evils arising out of efforts to break records both for speed and endurance. These are as intelligent as the struggles observed in the tug-of-war exhibitions, which should only be mentioned to be condemned.—*Pacific Medical Journal*.

## HOW A SCORCH STARTS.

An English Writer Describes How the Fast Brigade Act When on the Road.

I have sometimes ridden on an opening run, says Nick O'Demus, in *Cycling*, to study what goes on. The pace is deliciously slow for the first few miles. Some of the members smoke. All look gay, easy in their minds, with no thought of guile or scorching. They get off the macadam at last, and on to good gravel roads. Waistcoats are surreptitiously unbuttoned, pipes are put away, caps are pulled tighter over their heads, and there the riders may be seen working their hands about on the handles, getting a good grip, and the faster ones slip unostentatiously to the front group, where there is soon a cluster of them. They watch each other suspiciously. Each feels sure that some one will break away in a moment or two, and one and all wonder who will be the first to start scorching, and whether he will make it hotter than they can stand. They tell one another that they are dead out of form, can't move a bit and don't mean to try. Every one asserts that they only intended to crawl, and the unsophisticated might imagine that there would be no wild scurry after all. But whizz! sh-sh-sh-sh! from behind. It is the rush of Blank's pneumatic as Blank flies past from the rear, and in an instant backs are bent, and the whole cluster are digging away fiercely after Blank. He looks around with an air of mild surprise as they all come along, as if he were quite astonished to find that they thought he was scorching at all. But he knows he has started them, and settles down to plug steadily behind one or two of them, knowing that when one is not piling it on, another will be. The first hill shakes out several, and in three miles only about a dozen are left in. No one knows how fit any one else is, and, consequently, every one wonders who will be first in. They look nervously at me (when I'm there) as if they knew that I was taking it quite easily, and could romp away if I liked. And so I should if it wasn't for my tires or my pedals. I never get into a good hot scorch but what my tire wants pumping up, or my pedal becomes loose just at the hottest part of the race. It is just the same when I've set my mind on getting up a big hill. My tire invariably goes wrong at the steepest part. I've noticed others who have just the same hard luck.

Of course any one who knew me would know that I was perfectly fresh, and that is was purely a leaky tire that made me give up. If you didn't know me you might think I was baked, because I have a very deceptive style. When I bend right down double, and grunt hard uphill, and get very red and hot, it is a sure sign that I am fresh and fit. It is very deceptive, my style. And I have found that by a curious coincidence all those who suffer from bad luck in the way of tires or pedals half-way up a big hill, or in a very hot scorch, like I do, have this same deceptive style. People who don't know, think they are baked, or that the hill is too steep for them, but it's not that at all. They're quite fresh—I've heard them say so often—but it's their style that is so deceptive. It is especially noticeable on opening runs.

### Gears for Road Work.

At this time of the year many men are buying new machines, and one of the many things that trouble some in the details of their machines is what gear to have. Upon reading so far and seeing the word gear, do not be nervous and think I am going to actually advise or even suggest what gear you should use in your front-driver; no, this is far too dangerous a ground for me to tread upon, as every gear has merits far beyond its rivals,—so say its makers,—therefore decide for yourselves this point.

No, what I am going to do, is suggest the most suitable number of inches your machine shall be geared to, and thus get the requisite pace with the minimum of exertion. And this, I take it, is the aim of every cyclist whether he be a tourist or a mere speed man. Since the advent of pneumatic tires the idea has gradually gained ground that a machine should be geared higher than was the case on a solid tire. This, I think, is a mistake, as most riders can pedal without discomfort at the small increase of strokes per minute that the extra pace of the pneumatic tire demands if the same amount of power be applied. This I am sure is correct, as it is noticeable on a long ride that men show their fatigue at an earlier stage on the up grades, and even when very tired can still go as fast as ever down hill, and only a small decrease along the level.

My own experience has shown me that for touring purposes no one need gear higher than fifty-seven inches. For scorching in ordinary hilly districts, as around South London for instance, sixty is ample for any purpose; for the very fastest North Road course sixty-three or sixty-four can be used by some with advantage, but need never be exceeded. These gears are, I fancy, suitable for the majority of riders using a six and one half crank throw. There are, of course, various individuals who are suited by a slightly longer or shorter crank, and the gear raised or lowered accordingly.

The day has quite gone by when a man can set up as a fast rider because he uses a high gear; this is a change to what it was a few years ago, when the mere fact of a man riding with a sixty-eight or seventy gear made people think he must be a fine rider. Now, in the majority of cases, if you meet a man on the road who says he uses about a seventy gear, you set him down as—well, something quite different. I only hope that these few personal ideas may help to make cycling easier to some in the future, and that riders in ordering their mounts will not have a high gear simply because their friend has one and does well on it, for who knows how much better he might do if he lowered it two or three inches. At any rate, I practice what I preach, for what I consider my two best rides have been done on fifty-eight and sixty-one gear respectively.—S. F. EDGE, in *Cycle Record*.



## LARGE FIELDS ARE DANGEROUS.

As matters in any line of work or sport improve, or the general order of things alters, other changes are necessitated, and methods which did well in the past are, says *The Cyclist*, found under new conditions to require amendment. This is strikingly apparent upon the racing path, where improvements in machines, track construction, and consequent speed have been marvelously rapid of late, with the result that a custom, if we may so term it, which passed muster fairly well in days gone by, has now become so fraught with danger that we deem it high time to raise our voice for its alteration. We refer to the number of men arranged to compete in the finals, and, indeed, in the heats of our races. In the days of old, when there never was such a thing as a half-mile handicap, heats of ten and twelve were by no means uncommon, and finals containing ten or a dozen were likewise not considered out of the way. Then, although tracks were worse, speed was less, and, what is more, men were farther apart in sprinting powers, and the handicappers rarely got such large bunches of men to finish together as is the case today. As our tracks have improved, and speed has come on, and as waiting tactics have been evolved, it has been the custom to shorten races rather than the reverse, and there are few meetings nowadays at which half and quarter mile events are not included, in addition to the universal mile. This, and the fact that in such races the speed of the men is so high that the least swerve in steering immediately throws a rider considerably out of his course, together with the fact that when riding round the high banks of our paths of today the men naturally crowd toward the bottom, has rendered it an exceedingly dangerous thing to mount so many men for a final as was the case in the days of old, and this has been brought most painfully before us times out of number during the present season. Meetings conducted by experienced and thoughtful persons have kept up with the times and arranged their programmes so that not more than five or six competitors have been made to mount for a final; and heats, too, have been reduced to a similar number. But with the more intermittent sport promoters—clubs holding perhaps only one meeting during the year, and not following racing matters with exceeding closeness—the arrangements have largely been based on past programmes, and the old order of things has held good, with results disastrous to competitors. Whenever at a race meeting we now see seven or eight men mounted for a final, we look almost certainly for a smash before the race is over, and are not at all surprised if we get it. This has indeed occurred very frequently during the present season, in many cases quite a holocaust ensuing, one or two out of the lot only managing to escape disaster. In the interests of racing men, we now urge most strongly upon race managers the consideration of the safety of competitors in their arrangements. Although it is very rare that the competitors in a heat or final finish practically in line, they are so close together at the finish that the proverbial tablecloth, which used to be talked about once or twice in a season twenty years ago, would cover the men, and in arranging for the number in each contest, and more particularly in the final, the width of the path should be taken into consideration.

### Must Champions Be Large Men?

When one comes to look upon our champions of today and compare them with such men as Cortis, Sellars, Furnival, and Osmond, it is impossible to avoid the reflection that they are a sorry lot; and there is little room to wonder how Zimmerman came to make mince-meat of them last year, and Sanger this, says the *Umpire*, an English exchange. It is all very well to urge what Watson might have done with Sanger had the Yankee got up against him in the five-mile race, but it is the writer's firm opinion that Sanger would have been there in that event just as he was yards ahead of Harris in the one-mile race. Both Sanger and Zimmerman are good big 'uns, and all capable judges are agreed that a good big 'un is always better than a good little 'un. Watson has fine thighs, 'tis true, but he could walk under a five-foot-six doorway without hurting one single hair of his head; and Harris, too, albeit he is thoroughly well set up, and is made of the same stuff that has produced champions in the past, is decidedly undersized where the men of the olden days came in, and where the Americans do still continue to score. It is idle, in a sense, to speculate as to what such a man as "Sandy" Sellars, the Preston flier, would do if he were to live his life over again in these days of high gears and fast tracks; but all the same one can not help the thought stealing over one, even in calm moments, that the burly Prestonian would smother any of our present-day champions just as he did those of the States when he went over and beat the best they could put up against him, and just as "Zimmy" and "the Milwaukee wonder" have beaten our men. And as with Sellars so with Furnival and Osmond, each of whom were men of length and breadth. Verily the champions of today—English champions, that is—will not compare with those of former times in point of physique! If such were the case, we should not have to stand idly by while Americans carry off the greatest honors of our path.

### He Likes Work—He Do.

F. E. Spooner is the busiest man on the circuit. He is sending the accounts of the races to all the Chicago dailies as well as a dozen or more eastern papers, and fills in his spare moments by writing notes for a number of the cycling papers—but all this is only an incident. He is under salary from the Palmer tire people.

### Bicycles as Life Savers.

Bicycles no doubt have saved many lives in our city streets. They frequently prevent people from crossing the street, thus rendering it quite impossible for the electrics to run them down.—*Boston Transcript*.

# Zimmerman on Training

The most comprehensive book on training and cycling generally ever published.

The man who wants to train, the man who wants to tour, the man who wants points on care of machine, the man who wants general and valuable information, send to

**A. A. ZIMMERMAN, = = Freehold, N. J.**

Price, 50 cents. Bound handsomely in red cloth.

Every wheelman—not only racing men, but wheelmen generally—should have a copy. Send soon, as the edition is limited.

## FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed. We have entry blanks for all races marked with a star, and will forward to racing men such as may be requested, on receipt of postage.

### SEPTEMBER.

- 1—Norristown (Pa.) Wheelmen's meet.
- 1—Races at County Fair, Decatur, Ill.
- 1-2—\*Kansas City Cyclists' meet. Address E. P. Hall, 20 W. Missouri St., Kansas City, Mo.
- 1-2—\*Crescent Bi. C. meet. Address O. Aschard, Saginaw, Mich.
- 2—Crescent C. C., Birmingham, Conn., international circuit meet.
- 2—Norristown (Pa.) Wheelmen race meet.
- 2—Malden B. C. race meet, Waltham, Mass.
- 2—\*Berkshire Co. Wheelmen's meet. Address F. M. Miller, Pittsfield, Mass.
- 2—Crescent C. C. race meet, international circuit, Birmingham, Ct.
- 3-4—Poughkeepsie (N. Y.) B. C. races.
- 4—Union Co. Roadsters race meet. Address A. H. Chamberlain, Box 55, Rahway, N. J.
- 4—Rutherford (N. J.) Wheelmen's race meet.
- 4—Canton (O.) B. C. race meet.
- 4—Muscatine, Ia., race meet.
- 4—Bergen Point (N. J.) A. C. open cycle races.
- 4—Waltham Cycle Club's tournament. Address F. E. Swan, 4 Crescent St. Waltham, Mass.
- 4—\*Diamond Wheelmen meet. Address C. M. Hobart, 713 Gd. River Av., Detroit, Mich.
- 4-5—Bay City (Mich.) B. C. race meet.
- 4-5—Hartford Wheel Club's tournament, Charter Oak Park.
- 4-5—Eighth annual race meet, Syracuse Athletic Association, Syracuse, N. Y.
- 4-5—Diamond Cycling Tournament of Columbus (O.) C. C.
- 6—\*Springfield Wheelmen Meet. Address Leroy Herron, Springfield, O.

### September—Continued.

- 7—Lynn (Mass.) Cycling Association meet.
- 9—Boston Associated Cycling Clubs' meet.
- 9—Garden City Cyclers' meet, San Jose.
- 9—Second annual meet of Riverside Wheelmen, Riverside, Cal.
- 12-14—Grand Forks, N. Dak., race meet.
- 13-14—Annual meet of S. Bi. C., Springfield, Mass.
- 14-16—Chicago A. A. U. championships.
- 15—Hudson (N. Y.) B. C. race meet.
- 14-15—\*Worcester East Fair, Clinton, Mass.
- 16—International meet, Metropolitan A. C. C., New York.
- 19-20-21-22—Chenango County Agricultural Society's meet, Norwich, N. Y.
- 20—Glens Falls, N. Y., race meet.
- 20-21—Baltimore (Md.) B. C. meet.
- 20-21—Tournament at Peru, Ind.
- 22—Columbia B. C. race meet, N. Attleboro, Mass.
- 23—Mercury Wheel Club race meet, Flushing, L. I.
- 23—Philadelphia A. C. C. international race meet.
- 23—Philadelphia Associated C. C.'s meet.
- 23—Mercury Wheel Club's first annual tournament, Flushing, N. Y.
- 25—Special meeting National Assembly, Buffalo.
- 26-27-28—Interstate Fair Association meet, Trenton, N. J.
- 27—Penn Wheelmen international meet. Address F. B. Shalters, secretary, Reading, Pa.
- 30—K. C. W. race meet, Brooklyn.

### OCTOBER.

- 17-18—Savannah (Ga.) Wheelmen fall tournament.

## SEPTEMBER 20 AND 21.

# Maryland Bi. Club's International Race Meet

\$3,500 IN PRIZES.

Entries close Sept. 13.

P. W. PITT, 302 N. Eutaw St., Baltimore.

## \$100 CHALLENGE.

To substantiate our claim that the "PERFECT" POCKET OILER is the "BEST OILER IN THE WORLD," we hereby challenge the manufacturers of any other oiler to a series of competitive tests. These tests to be very thorough and to be decided by three prominent bicycle manufacturers, as agreed upon. The party selling the inferior oiler to give \$100 to any charitable institution that may be named by the committee.



(FULL SIZE.)

Does not leak. Regulates supply of oil to a nicety. Price 25 cents each. Handsomely nickeled.

**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**

An English paper announces that Sanger's skull was split open by his fall and that he was not expected to live.

A locomotive can not do more than about 600 miles in a day, and requires some days' rest after such a performance before repeating it. The cyclist's 400 does not compare so badly with this.—*Irish Cyclist*.

Williams, the fast Charleston (S. C.) rider who beat Wheeler, is now training, and will soon enter the N. C. A. races. He is a plucky rider and a strong finisher.



## OUR COUNTRY COUSINS.

### Oh, it's Easy to Ride!

Charlie Engle is entitled to the belt as a bicycle rider. The first time he ever mounted one, which was yesterday, he succeeded in riding it, but the machine now needs a few repairs, such as new handles, spokes, and tires.—*Waterloo (Iowa) Courier.*

### Didn't Blow the Foam off.

The bicyclists showed their good sense yesterday by anchoring their wheels in front of Dell's and drinking soda-water. It is much better than beer or whisky—particularly when you want a cool head and a steady nerve.—*Jacksonville (Fla.) Times.*

### Makes Work for Their Professions.

The bicycle season has commenced, and along with it the doctor's season of business in bruises, sprains, and breaks. The druggist and the blacksmith are in it too.—*Princeton (Ill.) Republican.*

### A "By-Shooter."

EDITOR OTTAWA JOURNAL: While I am not scared I often am startled by those silent, two-wheeled, rubber-tired, one-person, anti-social vehicles, very properly called bicycles, because they will come up behind me and shoot by without any noise or intimation that they are coming, and before we have time to utter an exclamation or even to faint, they are out of sight. Therefore it is useless to put myself to any such trouble. Would it be wrong to suggest that each "by-shooter" should be compelled to have, not a horrid gong, but a pleasant sounding bell; not a great church bell, but a tiny, silver, tinkling, musical bell, which would say "I am coming!" Now if any one can make them speak, you can.—*MRS. MARY A. COLLINGS.*

### Soda-water Triumphant.

A young man on a bicycle attempted to run down a soda-water delivery wagon, on Shattuck avenue, today. The feat was not successful. The bicycle was rescued in a demoralized condition, and taken to the house of correction to sober up. Soda-water again triumphant!—*Berkeley (Cal.) Herald.*

### Sidewalk Fiends Shouldn't Kick.

When the people who are using the sidewalks for bicycle purposes find a crack or hole big enough to swallow a wheel, they should not complain loudly, for the walks were not made for wheels.—*Beaver Dam (Wis.) Argus.*

The President of the French Republic, M. Carnot, notifies *La Bicyclette* that he will present to the winner of the Paris-Brussels road race a superb Sevres vase. It is a valuable encouragement, not only for this race but for cycling in general.

**Moving South.**—Convenient markets, good soil, pure water, and excellent climate are advantages to be considered when looking up a home, business location, farm, etc. Maryland and the Virginias afford these, with many more advantages. Improved farm lands, adapted to stock raising, dairying, grain, grass, and fruit growing, can be obtained at low prices and upon easy terms. Thriving towns invite the merchant, mechanic, and business man. Abundance of coal, timber, ore, water power, etc. Free sites for manufacturers.

For further information, address M. V. Richards, Land and Immigration Agent, B. & O. R. R., Baltimore, Md.—[Advt.]

## A NOTE OF WARNING.

*What time those spinning ladies who  
Weave out our webs of fate,  
Two vagrant threads together drew  
At quite a recent date.*

*The heart of young Augustus beat  
As if 'twould burst its pris'n  
For sweet Belinda. At her feet  
He begged her to be his'n.*

*But she, who dearly loved her wheel,  
Was cold as any icicle  
Unto his passionate appeal  
Until he bought a bicycle.*

*But all the days when fondly they  
Rode far from wanton mockers,  
He ne'er consented to array  
Himself in knickerbockers.*

*A month ago a cleric mild  
Spliced them in proper course—  
Within a week Belinda filed  
Petition for divorce.*

*She forced Augustus, wretched youth,  
To bare his nether limb;  
On seeing which the judge, forsooth,  
Gave her divorce from him,*

\* \* \* \* \*

*O ladies, sweet and winsome ones,  
Who 'round Love's flame are flockers,  
Beware the flimsy youth who shuns  
The tell-tale knickerbockers.*

—TOMMY DOD.

## ...PERSONAL...

If you want to buy

## High-Grade Bicycles

Cheaper than you ever have before, drop a line  
today to us for our

### SPOT CASH PRICES.

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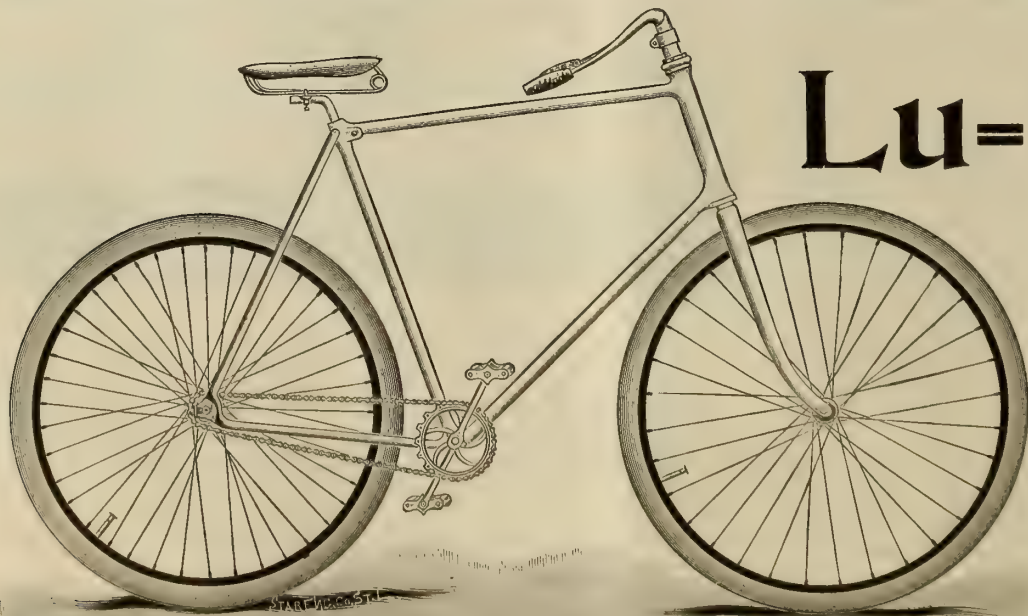
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MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 6

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, SEPT. 8, 1893.

## NIGHT AND DAY RACING.

### The Meet of the Cleveland Wheel Club a Great Success—Exciting Finishes.

CLEVELAND, OHIO, August 30.—The racing at Cleveland the second day was sensational in many ways. The breaking of the track record for the half-mile by young Dr. A. I. Brown, and his twice repeated defeat of Meintjes, were sufficient to stir the crowd up to the wildest pitch of enthusiasm. The attendance was more than equal to the seating capacity, 2,000 being present in the afternoon and as many in the evening. The club officials were happy, over \$1,500 being cleared on the tournament. Prizes were awarded for first place in each heat race, and interest was thereby added to every race.

One of the gamest struggles of the day was between E. C. Johnson, Conn Baker, and R. F. Goetz in the 2:40 class, first heat, Johnson winning by but a foot. The final was another battle, Conn Baker falling on the turn and Goetz giving E. C. Johnson a hard rub for the decision. The last quarter was ridden in :30 3-5, track record. The final was run in the evening, and under the glare of the electric lights was a pretty piece of dare-devil racing, four men sweeping the last quarter abreast on the narrow track.

The final of the half-mile open, also run during the evening, was close, exciting, and in the way it was ridden, exceedingly dangerous. Zimmerman, Meintjes, and A. I. Brown jumped into the sprint on the back stretch and tore around the curve neck and neck. Zimmerman drew ahead and Brown had a fight with Meintjes for second. On the turn the men were only a foot apart, Meintjes at the pole and in the lead. Brown kept his pace and Meintjes worked like a fiend. Brown jumped a few yards from home and won the place, the Lakeside Club howling with delight at its man's fine showing, and Papa Brown cheering as he never cheered before.

The mile open was a gift for Zimmerman, Meintjes second. The last quarter was run in :32 2-5 seconds, with Conn Baker and A. L. Baker, the plucky Columbus riders, a close third and fourth. In this contest A. I. Brown disappeared over the lower bank, and in the glare of the electric light was unnoticed. Later he came riding out of the crowd and down the straight. He had not fallen.

Conn Baker won the first heat of the two-mile handicap from the 150-yard mark, defeating Meintjes in the sprint. The latter had 100 yards. The final was a duel on the last quarter between these two, Baker slipping up on the outside of the track and winning while Meintjes was watching for him on the pole. The last quarter was ridden in :31 4-5. A. L. Baker was third. In the final of the quarter-mile open Brown again beat out Meintjes and took second to Zimmerman.

Zimmerman, Meintjes, Conn Baker, and three others made a pretty and exciting race of the two-mile lap race in the evening, earning the plaudits of the crowd. Zimmerman played the game for Meintjes and by allowing him to take a lap, gained him second position. In the first heat of the mile handicap for Cleveland riders, Brown, from scratch, captured first place in 2:27 2-5; first half in 1:10, a new track record by a fifth of a second. He slowed to stay with the crowd on the last lap, or the track record for the mile—2:26—would have been his. In the second heat E. C. Johnson came back to scratch to lower record, but did 2:30, riding, however, the most exciting race ever run in Cleveland and passing through a field of over a dozen starters, all bunched at the half.

#### Summaries.

One-mile 2:40 class, first heat.—E. C. Johnson, first; Conn Baker, second; R. F. Goetz, third. Time, 2:50 2-5.

Second heat.—L. C. Johnson, first; G. D. Comstock, second; O. L. Brailey, third. Time, 2:57 2-5.

Final heat.—E. C. Johnson, first; R. F. Goetz, second; O. L. Brailey, third; L. C. Johnson, fourth. Time, 2:47 3-5; last quarter, :30 3-5, track record.

Half-mile open, first heat.—A. I. Brown, first; W. F. Murphy, second. Time, 1:13 2-5.

Second heat.—A. A. Zimmerman, first; L. S. Meintjes, second. Time, 1:17 4-5.

Final heat.—A. A. Zimmerman, first; A. I. Brown, second; L. S. Meintjes, third. Time, 1:12 4-5.

One-mile handicap for Cleveland riders, first heat.—A. I. Brown, scratch, first; J. T. Graves, 50 yards, second; F. C. Chandler, 60 yards, third; T. C. Collings, 40 yards, fourth. Time, 2:27 2-5.

Second heat.—E. C. Johnson, scratch, first; R. K. Uptegraff, 100 yards, second; R. F. Goetz, 30 yards, third; G. D. Comstock, 30 yards, fourth. Time, 2:30.

Final heat.—E. C. Johnson, scratch, first; L. C. Johnson, 25 yards, second; H. P. Smith, 90 yards, third. Time, 2:25.

One-mile open, first heat.—A. I. Brown, first; Conn Baker, second; H. R. Steenson, third. Time, 2:42 1-5.

Second heat.—A. A. Zimmerman, first; L. S. Meintjes, second; A. L. Baker, third; W. F. Murphy, fourth. Time, 2:44 1-5.

Final heat.—A. A. Zimmerman, first; L. S. Meintjes, second; Conn Baker, third; A. L. Baker, fourth. Time, 2:40 2-5.

Two-mile handicap, first heat.—Conn Baker, 150 yards, first; O. L. Brailey, 275 yards, second; J. T. Graves, 275 yards, third; W. F. Murphy, 100 yards, fourth; T. C. Collings, 225 yards, fifth. Time, 5:01.

Second heat.—L. S. Meintjes, 100 yards, first; A. L. Baker, 225 yards, second; G. D. Comstock, 225 yards, third; F. C. Chandler, 275 yards, fourth; W. K. Meyers, 350 yards, fifth. Time, 5:02 1-5.

Final heat.—Conn Baker, 150 yards, first; L. S. Meintjes, 100 yards, second; A. L. Baker, 225 yards, third. Time, 5:08; last quarter, :31 4-5.

Quarter-mile open, first heat.—A. I. Brown, first; W. F. Murphy, second; R. F. Goetz, third. Time, :36.

Second heat.—A. A. Zimmerman, first; L. S. Meintjes, second; H. R. Steenson, third. Time, :37 2-5.

Final heat.—A. A. Zimmerman, first; A. I. Brown, second; L. S. Meintjes, third. Time, :35 1-5.

Two-mile lap race.—A. A. Zimmerman, first; L. S. Meintjes, second; Conn Baker, third. Time, 5:26 1-5.

One-mile 3:00 class, first heat.—L. C. Dorn, first; F. C. Chandler, second; C. G. Merrills, third. Time, 2:46.

Second heat.—W. K. Meyers, first; A. Bates, Jr., second; Gus Von Den Der Steinen, third. Time, 2:52 3-5.

Final heat.—L. C. Dorn, first; C. G. Merrills, second; F. C. Chandler, third. Time, 2:52 2-5.

#### Programme of the Chicago Meet.

The racing season will be wound up at Chicago amid a blaze of glory, and if the meet does not surpass all others, it will surprise its promoters. Many have striven to make the list of events original, but that arranged for the Chicago meet is way out of the ordinary run. On the first day will be run a mile novice, a half and three mile handicap, and a mile open, followed by an attempt at breaking the mile record. Each man invited is allowed to select his own pacemakers and to make two trials. On October 7 the programme is headed by a one-mile 2:50 class; one and three mile handicaps follow. Zimmerman, Tyler, Taylor, Windle, Sanger, and Bliss are barred from the half-mile open. Then comes a twenty-five mile open, in which pacemakers are allowed. If the record is broken, a \$150 prize goes with it. Then the second attempt at the mile record will be made. For the lowering of this record will be given F. W. Morgan's \$250 cup.

#### Lehr Makes New Records.

The Radfahrer Bund had a meeting at Leipsic, Germany, August 11 to 15. The city was handsomely decorated and cyclists came from all parts of Germany, Austria, Hungary, and even England. There were more than 300 entries for the races. Twenty events were run on Saturday, August 11. On August 14 Lehr made a quarter-mile in :28 4-5, German record; 500 meters (1,640 feet) in :36 2-5, world's record; one mile in 2:06 4-5, European record. O. Brielting rode 3,000 meters (1 mile 4,563 feet) in 4:18 2-5, world's record. After the races Lehr started to beat the 10,000 meter (6 miles 1,128 feet) record of the world. Paced by several tandem safeties, he made the distance in 14:25.

#### Hour Record Smashed.

It has long been the desire of the racing men to do 25 miles in the hour and many onslaughts have been made on the hour record. The feat has at last been accomplished, but by two men and not one. A cablegram states that last Saturday Osmond and Stocks rode 26 miles 156 yards in the hour, smashing the record to smithereens. This was done on the wonderful Whitworth tandem the Englishmen have been talking so much about.

The same cable stated that Edge had lowered the American 100-mile record in a scratch race.

#### Harris Beats Zim's Quarter.

LONDON, September 6.—A. W. Harris lowered the English quarter-mile record of Zimmerman at Herne Hill today. His time was :31 2-5.



## FAST MILES AT COLUMBUS.

**Zimmerman Does 2:08 4-5 the First Day and Johnson Beats it the Next—Exciting Races.**

COLUMBUS, OHIO, September 4.—"The finest day's racing in the west this year," was the verdict at the close of Monday's racing on the half-mile track at the State fair grounds. It was the annual meet of the Columbus Cycling Club, and previous good times in Columbus had proved a ready inducer for a number of the leading riders, among them Zimmerman, J. S. Johnson, George Banker, Arthur Banker, and Meintjes. The day was bright, the crowd large (probably 7,000), and the track fast. John S. Johnson said it was the fastest track he had been on this season. Zimmerman said it was speedy and to prove the fact started in the mile handicap during the morning heats, to limber up. With a good field ahead, he won by a half length only in 2:15. He was expected to go for the mile competition record in the final, but preferred to reserve his strength for the open events, and for a trial for the one-mile record.

In the second race of the day a glimpse of the really speedy qualities of the track was seen. The heats had been run in the morning. Zimmerman did not start in the final, and George Barrett, at 50 yards, was virtually scratch man. Meintjes and George Banker, 60 yards; E. V. Minor, Conn Baker, and A. L. French at 75 yards; Arthur Banker at 90 yards, and a half-dozen more summed up a great field. All were together at the half. At the last quarter French, arrayed in bright yellow, shot out like a meteor, and going like mad was never even troubled, finishing the race in 2:08, and doing the last quarter in :30 3-5. Conn Baker, A. L. Baker, E. V. Minor, George K. Barrett, and G. A. Banker rode neck-and-neck on the home stretch, and finished all in a bunch, the judges placing them in the order named. The novice race had been won in 2:37 2-5, and this fast race added, placed the nerves of the crowd on edge. From these great races was built up such a day's sport as seldom is seen. Twice the men attempted to loaf, and twice Referee Van Sicklen stopped them at the half to make a new start. The lesson did the men good.

A time limit of 5:30 was placed on the two-mile open. From the start Johnson tacked on to Jimmy's rear wheel. George Banker paced some and was relieved by French for the second quarter. Zimmerman twice offered to take the pace, but was crowded back; Johnson simply trailed. Banker jumped at the quarter, when Zimmerman sprinted and with Johnson came down the home stretch. Johnson was unable to make up the half length lacking, and Meintjes, who was running a close third, was crowded back to fifth by French and Conn Baker. The time was 5:31 4-5 and was allowed. Then came a grand surprise in the final of the 3:00 class. There was a field of ten starters, with the Talley brothers, of Zanesville, crowding the pace steadily, pulling the winner,—who turned up in a youngster, J. R. Brown, a Newark dark horse,—into the 2:30 class, for the race was won in the extraordinary time of 2:31 1-5. The men were all bunched. Another surprise, and all but a beat for Jimmy, occurred in the one-mile open. Ten men started under a 2:35 limit. Near the last quarter, when all were bunched, a streak of red shot out and ere the field could recover George Barrett had a full thirty yards and was coming like the wind. Zimmerman, with Johnson again at his rear wheel, flew out after Barrett, and working like a beaver, managed to win by a matter of inches only, carrying Johnson into second place, Barrett being a close third; G. A. Banker could not squeeze in, and Meintjes, two lengths back, was fifth. The time of Barrett's quarter was :29 4-5; Zimmerman's and Johnson's at least two seconds better, and in the teeth of a stiff wind at that.

Brown, the novice winner, was given first in the 2:50 class by Steele, of Chicago, who wanted the \$50 gold watch and not the \$75 suit of clothes.

### Banker Makes Them Hustle.

The crowd was by this time on the verge of insanity and prepared for another great finish in the half-mile open. Eight good men started, and Arthur Banker hit up the pace to the quarter, when George Banker, who had been trailing in second place, suddenly jumped into a sprint. As in the Barrett case, so in this. Zimmerman was after him at once, with Johnson trailing him. Banker made it extremely lively for a few moments and Jimmy was forced to jump and jump again before the tape was reached. So great was the speed that Johnson quivered and veered toward the pole several feet; but, never slackening speed, just passed Banker, who was then called upon to defend third place against Barrett, who lacked only a foot of winning at the tape; and Ballard, of Chicago, riding well with Barrett, was ahead of French, Meintjes a length back, and all but last. The last quarter was ridden in :30 1-5, the race in 1:13 3-5.

Three of the Baker boys earned furniture enough in the next event,—the McAlister, Moler & Co. 2:40 class race for central Ohio riders only,—to start housekeeping. It was a call-back after the first half, but lively enough in the second trial. Conn Baker jumped into the lead, and pacing the entire distance won in 2:36 1-5, pulling his brother E. C. into second place and H. C. into fifth. F. L. Talley got third and P. Okey fourth. A \$100 parlor suite, a \$75 chamber suit, and a baby carriage fell to the Bakers, the baby carriage, strangely enough, to the younger of the four brothers, who during the day captured no less than thirteen prizes.

Barrett and Meintjes, at 210 yards, were virtually scratch men in the five-mile handicap, the prize for which was an upright piano. Barrett had his eye on the competition record and likewise did Meintjes. Barrett pulled one side of his handle-bar off at the start and rode throughout with one handle-bar, steering with his lame arm. At two and one half miles the field was bunched, and these two were alternating pace. Meintjes jumped

at the quarter, but was too soon in the attempt. Minor, of Indianapolis, gradually gained on the African, with Conn Baker at his left. Minor and Baker held out well and Meintjes could go no faster. Minor won, Baker second, Meintjes third, and all up in the space of two feet, A. L. Baker defeating Gus Steele for fourth. Meintjes kept on to his mark, finishing in 12:56, nearly twenty seconds outside record. The race was won from the 310-yard mark in 12:40 1-5.

The wind by this time had died down and a team was selected for the quadruplet to pace Zimmerman for track record, it was announced; in reality for the mile record. But in practice half the rear tire of the big machine exploded, and he went singly paced for a mile. The pacing was far from good and yet the champion did 2:08 4-5, the fastest mile made in this country this year. Meintjes took him to the quarter, George Banker to the half, and Conn Baker picking him up poorly, George continued to the three-quarters, where Arthur Banker carried him splendidly to the tape, Jimmy being but a foot ahead.

### Summary.

One-mile novice, ten starters.—Charles Kolb, Goshen, first; W. Boyd Newhall, Columbus, second; H. Baker, Columbus, third; F. Fogel, fourth; T. Bishop, fifth. Time, 2:37

One-mile handicap.—A. N. French, Columbus, first; Conn Baker, Columbus, 75 yards, second; A. L. Baker, Columbus, 110 yards, third; E. V. Minor, Indianapolis, 75 yards, fourth; G. K. Barrett, Chicago, 50 yards, fifth; George Banker, 60 yards, sixth. Time, 2:08; last quarter, :30 3-5. French rode alone the last quarter.

Two-mile open.—Zimmerman, first; John S. Johnson, second; A. N. French, third; Conn Baker, fourth; L. S. Meintjes, fifth. Time, 5:31 4-5.

One-mile 3:00 class.—J. R. Brown, Newark, first; F. L. Talley, Zanesville, second; E. C. Baker, Columbus, third; H. Baker, Columbus, fourth; J. W. Hager, fifth. Time, 2:31 1-5.

One-mile open.—A. A. Zimmerman, first; J. S. Johnson, second; G. K. Barrett, third; G. A. Banker, fourth; L. S. Meintjes, fifth. Time, 2:28 2-5; last quarter, :29 4-5.

Half-mile open.—Zimmerman first; John S. Johnson, second; George Banker, third; George K. Barrett, fourth; E. W. Ballard, fifth; A. N. French, sixth; L. S. Meintjes, seventh. Time, 1:13 3-5; last quarter, :30 1-5.

One-mile 2:40 class.—Conn Baker, first; E. C. Baker, second; F. L. Talley, third; P. Okey, fourth; H. C. Baker, fifth. Time, 2:36 1-5.

One-mile 2:50 class.—J. R. Brown, first; Gus Steele, second; G. G. Merrills, third; F. L. Talley, fourth; E. C. Baker, fifth. Time, 2:45 1-5.

Five-mile handicap, first prize upright piano.—E. V. Minor, Indianapolis, first; Conn Baker, second; L. S. Meintjes, third; A. L. Baker, fourth; Gus Steele, fifth. Time, 12:40 1-5.

One-mile handicap, for local riders.—Conn Baker, scratch, first; A. L. Baker, 20 yards, second; I. J. Miser, 100 yards, third; E. C. Baker, 50 yards, fourth. Time, 2:25.

### Second Day.

COLUMBUS, OHIO, September 5.—With the advent of Bliss, Dirnberger, and Rhodes into the racing arena today, it was thought the second day's sport would take on additional interest, but Rhodes was suffering from a fall, and the trunks containing the wheels of the other two did not arrive until the afternoon's sport was nearly over. The interest quickened surprisingly when Bliss in pink, and Dirnberger in baby blue, appeared for the half-mile handicap.

The day was as perfect as its predecessor, barring a hurricane wind directly up the home stretch. The attendance was probably 5,000, and the Columbus Cycling Club made money.

The feature of Tuesday was Johnson's fast mile against time. As the day's sport drew to a close the wind dropped, until at 6 o'clock there was only a slight breeze blowing. Johnson was to have gone for the mile standing start record too, but after Dirnberger, Minor, French, and Rhodes had made one circuit on the quadruplet, they found that the wheel would not hold the turns. The same four men then went for their wheels, were shortly placed on their stations, and Johnson was away with Minor pacing the first quarter of what was destined to be the fastest mile of the year. The quarter was finished in :31 1-5, and Dirnberger carried the record breaker to the half in 1:03; Rhodes took the third quarter, and French the finishing sprint. The three-quarters was done in 1:35 3-5 and mile in 2:07 1-5, within two-fifths of a second of the fastest singly paced mile ever ridden and one and three-fifths seconds inside Jimmy's mile of the day before.

There was a promising start to the day's sport when French gave another wonderful exhibition of sprinting work in the finish of the mile handicap. Rhodes had jumped at the quarter and was to all appearances the winner. French came after him and with Conn and A. L. Baker pushing him hard, passed Rhodes; Conn Baker at his side was second, and A. L. Baker as close, in turn, to Conn, was third, with Rhodes fourth, and George Banker a fighting fifth. The time, 2:14 1-5, from the seventy-five-yard mark, for French, and from the fifty-yard mark for Rhodes, was extraordinary, as a gale of wind blew at the time.

Johnson, Zimmerman, and Meintjes, paced throughout the two-mile open race, the prizes for which were donated by J. E. Poorman. Johnson hustled Zimmerman hard at the finish, and Meintjes ran a close third. Rhodes made another effort at the close of the two-mile handicap, and was leading 100 yards from home, when Minor, of Indianapolis, worked gradually up, and won by as close a margin as it was possible to detect; A. L. Baker slipping in third, ahead of G. A. Banker. The time was 4:52.

It was the hope of the management that the mile open might eclipse the Indianapolis race, but the wind spoiled their plans. Special prizes were given for the quarters. But seven men started. E. C. Johnson, of Cleveland, sought first-quarter honors, but A. L. Baker hauled down the prize. Gus Steele won the half without opposition, and Meintjes beat Barrett out for the three-quarters and at once lit out for home. Zimmerman had been



trailing close and now awoke, with Johnson trailing as usual. He jumped fifty yards from the tape and passed the African, Johnson squeezing by also, and Barrett nearly doing the turn. Steele ran in fifth place. The time was 2:23 1-5.

It was announced that Bliss' and Dirnberger's trunks had arrived, and a few minutes later these miniature wonders were on their marks—fifteen and twenty yards respectively—for the second heat of the half-mile handicap, which Dirnberger won in 1:02—a splendid performance considering the wind; Bliss was second. The latter did not ride in the final and Dirnberger rode his full distance in only one second outside record. F. L. Talley, with ninety yards, was able to round the turn ahead in the teeth of the wind. He quickly added fifty more yards to his allotted distance. Dirnberger, apparently a defeated man, passed the entire field and with a steady sprint closed up all but six inches on Talley, and passed him a yard from the tape, in 1:01 4-5. Barrett, fifteen yards, almost lapping Dirnberger's wheel.

Gussie Steele enlivened the three-mile lap race by suddenly jumping from the back, and taking laps twice and second place once. Zimmerman plodded steadily along, and when there was danger, took lap after lap, with Bliss trailing him.

#### Summary.

One-mile handicap.—A. N. French, 75 yards, first; Conn Baker, 75 yards, second; A. L. Baker, 110 yards, third; W. A. Rhodes, 50 yards, fourth; George Banker, 60 yards, fifth. Time, 2:15 1-5. Rhodes was beaten out fairly by French and the two Bakers.

Two-mile open.—A. A. Zimmerman, first; J. S. Johnson, second; L. S. Meintjes, third; G. A. Banker, fourth; E. W. Ballard, fifth. Time, 5:18 2-5.

One-mile 2:50 class.—Gus Steele, Chicago, first; J. R. Brown, Newark, second; H. C. Banker, Columbus, third; F. L. Talley, fourth; E. C. Baker, fifth. Time, 2:45.

Two-mile handicap.—E. V. Minor, Indianapolis, 150 yards, first; W. A. Rhodes, 100 yards, second; A. L. Baker, 220 yards, third; George Banker, 120 yards, fourth; C. C. Van Tine, 120 yards, fifth. Time, 4:52.

One-mile open.—Zimmerman, first; J. S. Johnson, second; L. S. Meintjes, third; G. K. Barrett, fourth; Gus Steele, fifth. Time, 2:23 1-5. Quarters won by A. L. Banker, first, :33 4-5; Gus Steele, second, 1:12 1-5; L. S. Meintjes, third, 1:49 3-5.

One-mile handicap, central Ohio riders.—F. L. Talley, 110 yards, first; W. R. Newhall, 100 yards, second; A. L. Baker, 20 yards, third; Conn Baker, scratch, fourth; E. C. Baker, 50 yards, fifth. Time, 2:18 1-5; scratch man's time, 2:20 1-5.

Three-mile lap race.—Zimmerman, 150 points, first; Bliss, 8 points, second; Gus Steele, 7 points, third; A. L. Baker, 3 points, fourth; L. S. Meintjes, 2 points, fifth. Time, 8:56 3-5.

Half-mile handicap, final heat.—F. L. Talley, 90 yards, first; M. Dirnberger, 20 yards, second; G. K. Barrett, 15 yards, third; E. C. Johnson, 40 yards, fourth; C. C. Vantull, 40 yards, fifth. Time, 1:01 4-5. Dirnberger's time from and to the 20-yard mark, 1:02 4-5. He was but six inches back of Talley at the tape. Dirnberger won the second heat in 1:02.

#### Tame Races at Waltham.

BOSTON, MASS., September 2.—Today the fall racing season was opened in this vicinity with a race meet of the Malden Bicycle Club at Waltham. Probably no meet was ever better advertised or had more thought put into it than did this one and I am told on pretty good authority that the unfortunate club will be several hundreds of dollars in the hole. The weather is mainly responsible for this. All the morning the clouds were very thick and threatening. Just about noon a very large black cloud rushed across the sky and people thought there was going to be a hurricane. Consequently there were not 200 people on the seats, and strange enough they looked with so few there. Then again, some of the flyers who had promised faithfully to be there did not show up at all. But what there was of the sport was good. McDuffee did a mile in an open race in 2:26, which is within 4 seconds of the track record. To make decent time in the heats and no loafing, special prizes were offered to the winners of the heats. And even under these conditions, when two of the heats in the mile 2:40 class were over time and the prizes were not awarded, the men were allowed to ride in the final.

#### Summary.

One-mile novice.—L. N. Gowell, first; G. Plaintiff, second; Alvin Fuller, third. Time, 2:48.

One-mile 2:40 class.—J. C. Wettergreen, Malden B. C., first; H. J. Pote, Lynn B. C., second; E. G. Merrill, Malden B. C., third. Time, 2:55 4-5.

One-mile open.—E. A. McDuffee, first; F. M. Haggarty, Waltham C. C., second; C. G. Williams, Waltham C. C., third. Time, 2:26 4-5.

One-third-mile open.—E. A. McDuffee, Malden B. C., first; P. J. McDuffee, Malden B. C., second; W. Coleman, Press C. C., third. Time, :51 1-5.

One-third-mile run and ride.—L. A. C. Kelley, Mt. Washington B. C., first; Guy Phillips, Malden B. C., second; E. J. Clark, Press C. C., third. Time, 1:21 1-5.

One-mile 2:45 handicap.—W. Coleman, Press C. C., 80 yards, first; E. A. McDuffee, scratch, second; John Bianchi, Malden B. C., 105 yards, third. Time, 2:28 3-5.

One-mile handicap.—Bianchi, first; P. J. McDuffee, second; Merrill, third. Time, 2:28 2-5.

Third-mile Massachusetts championship.—W. F. Saunders, first; E. A. McDuffee, second; J. C. Wettergreen, third. Time, :48.

Two-third mile Massachusetts championship.—J. A. Farrell, first; P. J. McDuffee, second; George Quinn, third. Time, 1:47.

#### Van Wagoner's Record.

SYRACUSE, N. Y., September 4.—Bliss was the only crack who attended the meet of the Syracuse Athletic Association today and in consequence the races were devoid of interest. The contest between local riders was hot and aroused some enthusiasm. Bliss had no difficulty in capturing the two-mile handicap and the mile open. After the races Van Wagoner rode a mile against time with hands off and made the mile in 2:29 2-5.

## ZIMMERMAN DOES IT.

He Makes the Fastest Mile of the Year at Springfield, O.—Johnson Suffers Several Defeats.

SPRINGFIELD, O., September 6.—This city has a host of bicycle enthusiasts and they were all at the fair grounds to-day to yell themselves hoarse for a week to come, and incidentally to see Zimmerman do the fastest mile of the year, and some of the best racing seen anywhere at any time.

The feature of the meet was Zimmerman's fast flying mile. The half-mile track was very far from perfect, and yet in spite of a stiff breeze and pacemaking which was not the best, the champion covered the full mile in 2:05 3-5. He had ridden three races before, in all of which he had to ride to win. He was paced in the first quarter by Bliss, who came flying past the tape for the start in grand style, with Zimmy scarcely six inches behind. The quarter was done in 30 seconds flat. The second quarter was paced by Dirnberger, who picked up well, rode splendidly, and brought Zim to the half-mile post in 1:00 2-5. French, who took the third quarter, did his work poorly, compelling Zimmerman to ride 200 yards or more alone. The three-quarters was done in 1:32 3-5. Meintjes took the last quarter and did a little better than French, bringing Zim home in 2:05 3-5, the fastest mile ridden this year.

#### The Races.

The novice race was run in two heats. In the first O. A. Alexander won in 2:46 2-5, while A. D. Lane took the second in 2:37 4-5. In spite of the good times they made, neither one was able to win the final, which fell to Z. B. Phillips in 2:51, with A. D. Lane second, and William Winke third.

The half-mile open was a good race. A. L. Banker made the pace almost to the quarter pole, when Barrett, in his terra cotta suit, jumped the field, and gained a lead of ten yards. Zimmerman went after him, and Dirnberger in light blue, and J. S. Johnson in drab, followed close behind. A hundred yards off home Zimmerman got the lead, closely followed by Dirnberger. Zim won in 1:10 by a length, with Dirnberger twice that distance ahead of Barrett, who was a foot in front of Johnson. The last quarter was done in :29 3-5.

C. C. Van Tine, of Findlay, O., had 110 yards in the one-mile handicap, and surprised the knowing ones by winning in 2:14 4-5. Bliss and Dirnberger each had forty yards and came through their field in fine style, pacing each other. Van Tine's lead was a little too much, however, and he had a good sprint at the finish, so that the best Bliss and "Dirn" could do was to run him within a foot at the tape. Bliss was second, a half length ahead of Dirnberger, while W. A. Rhodes, from fifty yards, was fourth by three lengths, and G. A. Banker fifth, from sixty yards.

G. E. Law, of Cincinnati, won the half-mile boys' race in 1:25 1-2 by lengths from H. G. Miller, of Dayton, second, and Elmer Johnson, of Springfield, third.

Of course Zimmerman won the quarter-mile open. There was a false start at the first attempt, but on the second the men got away well together and finished in :34 flat. Dirnberger hung close to Zimmerman's wheel; dangerously close it looked fifty yards off home, when Dirn was only a length behind and gaining. Zim glanced back and gave three kicks. Then there was two feet of daylight between the wheels, which was never closed up. Arthur Banker was third and J. S. Johnson fourth.

The 2:50 class ended in the prettiest finish of the meet. Gus Steele was looked on by his friends as a winner and justified their expectations, but not without a hard fight with "Earnie" Johnson of Cleveland. The two rounded into the home stretch neck and neck. Steele, inch by inch, drew ahead till his front wheel was a foot ahead of Johnson's. In this position they crossed the tape, doing the mile in 2:51 1-5, which was allowed to stand, although a time limit of 2:50 had been placed on the race. J. R. Brown was a poor third and George Riegger fourth.

#### Very Near Record.

The two-mile handicap was the fastest race of the meet and had Bliss, who won, ridden the full two miles, he would have broken the competition record of 4:47 2-5. He was virtual scratch man with eighty yards, with Rhodes and Barrett together twenty yards ahead. The two latter paced each other till Bliss caught them, when the three worked together to catch the field, which was strung out for 400 yards. By hard work the leaders were caught 800 yards off home. At the last quarter the three sprinted and left everyone else behind. Bliss' pink suit was the first to cross the tape, a length ahead of the black and yellow stripes of Rhodes; and Barrett's terra cotta was third. G. A. Banker in white was fourth from 125 yards and T. R. Eddy, of Columbus, in dark blue, was fifth from 300 yards. The time was 4:41 4-5.

The one-mile county championship was won easily by L. C. Worthington in 2:42 2-5, with William Winke second and E. J. State third.

The 3-minute class was won by J. R. Brown in 2:42 3-5 with George S. Riegger second and F. L. Talley third.

The one-mile open was another good thing for Zimmerman, who won in 2:31, doing the last quarter in :29 flat. Bliss and Dirnberger were three yards behind and ran a dead heat for second, while O. L. Brailey was fourth and Conn Baker fifth.

Sid Black gave two excellent exhibitions, one on the safety and one on an ordinary. He was handicapped by the softness of the track, but received the liberal plaudits of the 4,000 people who saw the races.

Wilfred Beam, twelve years of age, was riding along the wharf at Toronto, Ont., when the front wheel of his bicycle caught in a crack, throwing him into the water. He was drowned before help could reach him.



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GEO. K. BARRETT, EDITOR.

**A BULL'S-EYE—HEAR THE BELL.**

We had occasion a couple of weeks ago to criticise the Century Road Club of America for its inactivity.

We said the club had not done anything worth doing. It has not.

We said the club had great opportunities to become a power for good. It has.

We said the fault lay with the officers. It does.

Now one of the officers happens to be editor of an aspiring cycle journal. We shot at the C. R. C. target. We hit the bull's-eye (self-constituted), and how it did ring! It was a wild, meaningless howl. The editor says the secretary has answered nearly a hundred letters some days, and that is all he does say that means anything. The secretary was not among those that we criticised.

If the club has done anything worth doing, why did not ye editor tell about it. Take himself for example. If he has done anything, nobody knows it. Let him enlighten us.

He winds up by calling for "salve and bandages for one clumsy roaster," leaving the reader quite in doubt as to whether he means himself or not. The adjective would indicate as much.

If he meant to refer to us, we beg to assure him that wherever we may need salve and bandage, it will not be on the quill hand.

**GIVE IT A TRIAL.**

There are many good men who have ridden themselves out of all class races, and yet are not good enough to enter the open events in which Zimmerman and his running mates ride, and are obliged to confine themselves to handicaps. They would enter these open events if they were not afraid that they would be laughed at for aspiring to beat the top-notchers, and in consequence the cracks have an easy time of it in these scratch races, and do not stand in very much danger of being pockcted or getting in a poor position. The promoters of the Chicago meet have inserted a half-mile open in the programme, from which Zimmerman, Tyler, Taylor, Windle, Sanger, and Bliss are barred. This will bring out new talent and should prove a very interesting race.

While it may not be a howling success, still it will be somewhat of a novelty and should be given a trial.

**BLAME THE LEAGUE OFFICIALS.**

The *American Wheelman*, after quoting from an editorial in THE BEARINGS in which those race promoters who secure the attendance of the cracks by advertising prizes at fictitious values are scored, holds forth as follows:

Aye, aye, Editor Barrett, who gave the Chicago meet and who was responsible for the prizes? Was not the meet engineered and fathered by the Racing Board itself? Is not the above a case of Satan reproving the sinner? Did not one of the men—or more than one—refuse to take diamonds of questionable brilliancy and watches of ditto weight and influence with the winner. But we, however, call the kickers amateurs; so does the Racing Board.

There is a lot of milk in that cocoanut, and while we must beg to be excused from acting the role of Satan, we must confess that the innuendo hurts—the more because members of our staff, together with the other cycle press men of Chicago, worked hard and conscientiously to make the meet a big success. The Chicago wheel papers all went on the guarantee fund of

the meet and without question paid all they were called on for; and we think we speak for them all—and certainly for ourselves—when we say that we would rather have been called on for the entire guarantee than to have had any deception practiced. The press men had nothing to do with the buying of the prizes. They were informed, on supposedly good authority, that a sufficient sum had been set aside to provide the best prize list ever offered. They heralded the news innocently and with the best intentions, little thinking that they were being led astray by league officials or that their reward would be an assignment as scratch man in the nether regions. The Racing Board, residing in a house of glass, is scarcely in a position to throw stones at the a—am (how the word sticks)—amateurs.

Take a fall out of the league officials, Brother Lewis.

**STRAY SHOTS.**

**The Etymology of the "Bike."**

*"As bees bizz out wi' angry fyke,  
When plundering herds assail their byke."*

This couplet occurs in Burns' "Tam O'Shanter," and is probably the only instance in standard English literature in which the word "byke," or "bike," is used. Its derivation is unknown, but its definition is given by Webster, upon the authority of Walter Scott, as "a nest of wild bees, wasps, or ants; a swarm." The word in that sense has become obsolete, but since the advent of the bicycle it has sprung into use with an entirely different meaning, "bike" being now commonly used as an abbreviation of bicycle, and so fast growing in favor as to be likely to supersede the longer word.

Language is plastic. Words drop out because of disuse. New ones take their places almost imperceptibly, and usage determines their correctness. "Bike" is better adapted than any of its synonyms to define or express exactly what is intended. The word bicycle is derived from the Latin *bis*, or *bi*, meaning twice, or two, and *cyclus*, meaning ring, circle, or wheel; the combination signifying two wheels. But that is not sufficiently definite. A sulky, a heavy cart, or a laundry delivery wagon is literally a bicycle. The word "wheel," as intended to signify a bicycle, is even more indefinite, as there are wheels and wheels—wagon wheels, spinning wheels, mill wheels, fifth wheels, and what not. Nor does "mount" sufficiently define the object. It may mean a hill or a horse. Machine is still worse, being as general a term as could be selected. Give us a word that defines the object, marks out the thing, and conveys the idea intended. Since "bike" has gone out of use as meaning a swarm, bring it into requisition as indicating the rubber-tired thing you ride. The word has a good old Anglo-Saxon sound and is much easier spoken than the Latin combination. Continue to use it and its meaning will be determined, its correctness established, and its definition contained in the next edition of the dictionary.

**Zimmerman Has Trouble with His Heart.**

While in Indianapolis Zimmerman called upon a druggist for medicine to cure an affection of his heart. This took the form of constant twitching, and he said it seemed as if that organ refused to do its duty. The druggist gave him a great lecture about overstraining his heart, and said that the reason was that his heart was an inch larger than it should be. He called it enlargement of the heart, and advised Zim to take a rest from cycle riding, and adopt long walks as his daily exercise. Jimmy laughed at the man's words, but respected them nevertheless, giving up his trip to Kansas City, and saying he would be careful until his family physician could be seen. Zimmerman seldom complains, but at Cleveland said that oftentimes of late he would go on the track unfit to ride, limbs and body having a dead feeling. It would take four or five miles of riding before the blood began circulating. He says that another year he will be a tourist, race occasionally, and have a good time.

**Taxis' Case.**

W. W. Taxis is viewing the World's Fair and endeavoring to make the best of his enforced absence from the path. He thinks the Racing Board has dealt harshly with him, but hopes that Class B will be in force next year, when he will again race. He says positively that he will not join the N. C. A. Taxis says that his case resembles Zimmerman's when the latter was suspended for having \$25 forced on him by a race-meet promoter. Zim returned the money after having it in his possession for a week, and was reinstated. The wheel sold by Taxis had been turned over to his mother and William was acting as agent. He sold the wheel and gave the man a receipt signed "W. W. Taxis, for his mother." He gave his mother the money the next day and she bought a diamond with it. Although affidavits proving this were offered as evidence, Taxis says he was professionalized for having the money in his possession over night.

**Bookmaking at Races.**

When the "bookies" frequent the meets, it shows that the public is taking a great interest in cycle races. It was not until recently that these pests showed up, but they have come at last. Let us hope that they will not stay long, for they can do more harm to the sport than almost anything else. An enterprising bookmaker opened a book at the Saginaw meet and did a thriving business for a short time. Then the referee set his foot down and declared that he would not officiate unless the intruder was ejected. The man went. At Decatur the bicycle races were run in connection with horse races and the bookmakers offered odds on the wheel events, the Chicago men being the favorites.



### The First Velocipede.

A document has been discovered in Belgium showing that in 1580 an engineer of Antwerp, named Van Bon, invented an apparatus for locomotion having an endless screw. Van Bon is also the inventor of a four-wheeled carriage that he propelled by means of this screw without the aid of horses. It seems that the invention of this Antwerp engineer scored a great success at Bruges, principally among business and educated people. The experiments made with the endless screw and with the mechanical wagon were a source of some profit. Can this be the real inventor of the velocipede?

### Westward the Course of Racing Takes Its Way.

Contrary to the usual order of things the best racing this year has been in the west, and up to Springfield the majority of tip-toppers will stay in this neighborhood. Boston and Hartford will have the attendance of none of the western cracks and will miss many of the easterners as well. Minneapolis, Kansas City, Milwaukee, Chicago, Toledo, Cleveland, Saginaw, Indianapolis, Columbus, and Springfield, Ohio, are most of them cities that have heretofore done little in the way of race promoting, but profiting by the successes of the present season may be depended on to be "in line" another year.

### Impressions of Schofield.

"Schofield, the English crack, does not impress one favorably," said a gentleman who saw him ride at Philadelphia Saturday. "He has a thin face, red hair, and unprepossessing features. In build he strongly resembles Windle, although he is a trifle smaller than our man. But he is a rider, and has a very pretty action. He had not recovered from his sea voyage and showed poor form Saturday. However, he stuck to Wheeler like a leech in the first lap of the lap race and Harry only beat him a half wheel's length. The second time around he gave up, evidently much distressed. I think he will yet beat some of the N. C. A. cracks."

### Would Kick at a Football Game.

Oshkosh wheelmen who attended the Wisconsin division meet at Ripon are kicking through their local papers. After being treated royally, they protest at the exorbitant (?) prices charged at the charming resort. They had to pay \$2 per day hotel bill, 35 cents for admission to the races, 20 cents for a seat in the grand stand, and 10 cents for a score card. They claim that this is something awful. Oshkoshites must want the earth; they could not get cheaper rates at any meet.

### Cleveland Tries It.

The suggestion made by THE BEARINGS that prizes should be offered in heats, was tried by the Cleveland Wheel Club at its recent meet, and found to be a success. It made the men ride better and produced better racing. The prizes were trifles, consisting of saddles, tires, caps, and a live pig, but they were fought for by the racing men.

### Ballard's Winnings.

E. W. Ballard, of Chicago, must be a wonder. According to reports in the daily papers he has won prizes at Saginaw, Ottawa, and other places, when he has been in Chicago all the time. Last Saturday he was credited with beating Tyler in a half-mile open at Ansonia, Conn., and appeared at the Chicago Club in the evening. He regrets that he can not collect the prizes.

### A Poor Excuse is Better than None.

Frank Saulter was recently arrested for stealing a bicycle at Fergus Falls, Minn. His excuse was that he took the wheel for a little ride and that the machine ran so smoothly he was halfway home before he knew it, and then he was afraid to return it.

### For a Southern Circuit.

Little has been heard of late of the proposed southern circuit. It is to be hoped that the idea will not be dropped. In case the circuit is arranged, the southerners may depend on a good attendance of first-class racing men, such as would insure good races and consequently good gate receipts.

### He Ought to Join the Century Road Club.

Terront, the well-known French record man, who has sworn off racing, will make a journey from St. Petersburg to Paris, starting September 20. He will have pacemakers and go via Berlin—a distance of over 2,200 miles. He intends to make the journey in two weeks.

### Perrett's Condition.

W. M. Perrett is suffering from typhoid malaria, and is in a very weak state. He will not be able to leave the Cincinnati hospital for a week yet.

### The Same Old Question.

NON-CYCLING FRIEND: "You're a great rider now, Billy; I suppose you'll want to break the record next." CYCLIST (in desperation): "Do you mean the mile record, or the flying quarter record, or the twenty-five mile path, or the hundred-mile road, or the twenty-four hours, or the London to Brighton, or the Bath and back, or the Land's End to John o'Groats, or the Belfast to Dublin, or the lap at Ball's Bridge, or the Sandwich Islands half-mile in competition with a push-off, or *what*?" Collapse of N. C. F.—*Irish Cyclist*.

## A CHAT WITH MEINTJES.

### The White African Tells of His Home in Johannesburg—His Peculiarities.

L. S. Meintjes is a summer chaser. Five consecutive summers without a winter is more than falls to the lot of ordinary man in this climate. Yet it is just such a season, or series of seasons, that the white African is now enjoying. The climate of Johannesburg is just the same as that of this section of the world. Meintjes left Africa late in its summer season, arrived in England early in its summer, leaves America in October, arriving in Africa for his third consecutive summer, and as he intends to come over again next season, he will have five consecutive summers. Meintjes was born in South Africa, and is twenty-five years of age.

"It is expensive work, this racing," said Mr. Meintjes, "and with me is not only the expense of traveling, but the thrice-doubled amount I am compelled to relinquish by allowing my business to lapse. I am anxious now to return, knowing full well I shall find stacks of papers to go over, which will occupy all my time until I come over again. I will not sail for home until after the Springfield races and I may stay here until October to try for records at Springfield. I will probably try for records from ten to fifty miles, and perhaps the hundred. I do not care to ride over that distance; it's too hard work. I have been racing but two years. I never rode an ordinary, and never owned anything but a safety. I have had to purchase all my wheels, and paid \$425 for three racing machines last season. I have never had a racing machine given me.

"We have had no facilities for training in Johannesburg. At the time of my departure for England, a track was all but completed, needing only the surfacing of a short stretch. On this track I spent nearly a month's time last spring, actually standing there by the hour to see every particle of the work done. I have in mind plans for a third and also for a half mile track, and we will have one or the other next summer—your winter here, you know. By then I will have matured plans for the international contests for next season. England sent no representative this season and Africa did, why should we not have next year's events?"

Meintjes won, in his first race, the cup which is emblematic of the championship of South Africa. He seldom trained at home, winning all races without training. His first hard work was done after he reached England. Meintjes is an interesting companion for an evening's chat. Stories of his own country and city are always found interesting. Nothing, at least very little, the man sees in the large cities ever excites wonder and seldom does he see anything Johannesburg has not. He looks with envy, however, at our electric cars, and wishes Johannesburg would get them. This, his native city, is over 1,000 miles from Cape Town, and until recently had not a railroad running into it. The city has 72,000 inhabitants, and everything to build it was carted there by bullock teams during the last six years. The city streets are very poor, and unridable a great portion of the year. The Wanderers' Amateur Cycling Club, of South Africa, under the colors of which Meintjes rides and which is paying his expenses, has about 300 members and a fine clubhouse.

There is one characteristic about Meintjes, noticeable after one has known him a time. This is his utter hatred of negroes, whom he terms "pigs," and only fit to be killed. In Johannesburg the negroes are compelled to walk in the street and are not allowed inside the city limits after 9 o'clock at night, under penalty, in each instance, of imprisonment and flogging. At the hotels he snaps out his order—should the waiter be colored—and woe to the man who fails to understand. Meintjes won at Cleveland a gasoline stove and at once ordered it sent to Africa, as he said, to broil Zulus on, "and serve them bloody well and good," said he. Meintjes and Zimmerman have formed quite an attachment and the white African seldom goes anywhere except with the "skeeter," as he is fond of calling him.

### "Gaylor's Relay."

CLEVELAND, OHIO, September 3.—Zimmerman and Meintjes were asked to attend the Lake County fair at Painesville last Friday, and they went, accompanied by Collister, Carpenter, Chubb, Percival, Parker, Stage, Sid Black, and a few others, and were well repaid for their trouble by the fun they had. Gus Gaylor agreed to care for Zimmerman's satchel, but while buying a ticket here he set the bag down and forgot it until the train started. He went back for the valise and could not make connections. The others thought that he would take the next train, but were surprised when they got off at Painesville to receive the following telegram:

"Have started for Painesville horse and wagon. There in season. Gus."

The party immediately commenced to talk of "Gaylor's Relay," and every now and then a laughing allusion would be made to "Gaylor only thirty miles away." When Gus did reach his destination he was grieved unmercifully, and lost his temper several times. He had to lighten his purse considerably before he was given any peace. At Painesville Zimmerman and Meintjes rode an exhibition mile on the half-mile track in 2:23, and were given a diamond ring and an opal scarf-pin by the management.

The annual five-mile road race for the championship of the Lake View Cycling Club, Chicago, will be run tomorrow afternoon over the regular club course. The championship medal is now held by Gus Steele, and he will be on hand to defend it.

The South African Cyclists' Union, upon application, allows the payment of expenses of visiting racing men by race meet promoters.



## POOR PRIZES AT SAGINAW.

### A Cheap Organ and a Ton of Coal Among the Best Offered—Kennedy Wins a Good Race.

SAGINAW, MICH., September 1.—Such another list of prizes as was offered at the race meet opened in this city today, probably never before saw the light of day. A worn-out organ, worth about \$25; a ton of coal (Bliss won this, but did not carry it away), a barrel of flour, a buckthorn riding crop, gold medals (rarely worth over half value), bicycle hose, and job lots of three prizes, all lumped into one and valued at an exorbitant figure, go to make up a heterogeneous collection of riff-raff seldom equaled even in the backwoods. And all this at a so-called international meet. But Saginaw had some excellent riders present. Bliss, Githens, Bode, Taylor, Dirnberger, and Kennedy all came up from Cincinnati, more for a needed rest than for the races. The Vincent House sheltered them well for a week.

But to the races. They were called at 3 o'clock, before a slim crowd. The band played a couple of pieces, and then, apparently chilled to the marrow, left for home during the half hour's rain that split the day's sport into two halves, but really improved the track. MacDuff, of Detroit, was established a hot favorite, odds on, by the bookmaker, who took up position right in front of the grand stand. MacDuff won the novice race, but no money was placed, so the bookmaker won also. Then he began business in earnest, as the second race was called. A card was put up, cash-box opened, ticket-writer placed in position, and the grand stand resounded with this novel sound, for a cycle race meeting: "Now step up lively. It's a quarter-mile and we have Taylor, he's even money; and Bliss, he's even money too; and Kennedy the same. I've studied their form. Dirnberger? Well, he's 6 to 2. Come, place your bets, all of you. We'll give 3 to 2 on Taylor and Bliss. They're at the pole. Come up, won't you? They're off!"

But no one placed money, and Dirnberger won; Bliss was second. Dirnberger rode grandly. After offering 3 to 2 on any rider in the mile handicap, the bookmaker was ordered to shut up shop by Referee Richmond.

Bliss fell in the mile handicap, together with a half-dozen others, after he had caught his field from scratch. His machine was a wreck. Bliss and Githens won first and second in the mile open in 2:39 3-5 very easily, and Dirnberger made a great run for it in the half-mile handicap from the twenty-yard mark, sprinting all the way and overtaking the leader—plucky little Brailey, of Wauseon—right at the tape. On a wet track, 1:07 1-5 was not slow time by any means. A time limit of 5:30 was placed on the two-mile international, and after Taylor had won and Bode had outsprinted Dirnberger—who was baked, from his previous attempt for second place,—the race was ordered run over, the time being 5:36. Dirnberger did not start, and had Steenson, who had not the ghost of a show, also refused, the first race would have stood. Taylor won, Bode second. Time, 5:48 2-5; allowed, owing to wind.

#### Summary.

One-mile novice.—G. S. MacDuff, Detroit, first; E. E. Bush, Caro, Mich., second; J. L. Whatley, East Saginaw, third. Time, 2:56.

Quarter-mile open.—M. F. Dirnberger, Buffalo, first; J. P. Bliss, Chicago, second; Gus Steele, Chicago, third; E. C. Bode, Chicago, fourth; L. W. Campbell, Chicago, fifth. Time, :31.

One-mile handicap, twenty-one starters.—O. P. Bernhardt, Toledo, 110 yards, first; O. L. Brailey, Wauseon, 135 yards, second; L. W. Campbell, Chicago, 140 yards, third; H. A. Githens, Chicago, 40 yards, fourth. Time, 2:29 1-5. Bliss, scratch, fell.

One-mile 3:00 class.—Brailey, Wauseon, first; W. Lowe, LaPorte, second. Time, 2:51.

One-mile open.—J. P. Bliss, first; H. A. Githens, second; Gus Steele, third; H. R. Steenson, fourth. Time, 2:39 3-5.

Half-mile handicap.—M. F. Dirnberger, 20 yards, first; O. L. Brailey, 65 yards, second; L. W. Campbell, 70 yards, third; H. R. Steenson, 50 yards, fourth. Time, 1:07 1-5.

Two-mile international.—G. F. Taylor, first; E. C. Bode, second; H. R. Steenson, third. Time, 4:56 3-5.

Three-mile lap race.—G. F. Taylor, first; E. C. Bode, second. Time, 10:09 4-5.

#### The Second Day.

SAGINAW, MICH., September 2.—The second day was far more pleasant, a warm breeze blowing. The crowd was very small and the band was still on a strike. Bliss and Githens had gone to Cleveland and Taylor and Dirnberger were out for a clean sweep. But they reckoned without their host, for in the one-mile international, the last and most important race of the day, confidence slipped a cog. There were but four starters, yet a time limit of 2:30 was placed. Taylor took the pace to the quarter, Dirnberger to the half, Taylor to the three-quarters, when little Mike cleared for home. He came like the mischief, had gained twenty yards on the field, but, like Lot's wife, glanced back and was lost. Confidence beat the lad. He slowed, and allowed Taylor, with Kennedy and Bode in tow, to close the gap. Then he would have jumped in a winner, but a boy in maroon, with a peculiar sidewise sprint, had shot out, and ere the Buffalonian could realize the danger, won by six inches. The time, 2:26 1-5, explains the case to a certain extent, as Kennedy and Bode had refused to pace. This was the feature of the day, Brailey's win of the 3:10 class in 2:37 being another, and Lonn's win of the half-mile ride and run alternate eighths in 1:16 3-5, another. Dirnberger again showed "winning ways" in the half-mile handicap, when from the twenty-yard mark he sprinted clear home, passing wide of a large field and defeating Taylor, who was scratch, in the good time of 1:05 4-5. He and Taylor passed Kennedy a few yards from home.

#### Summary.

One-mile open.—George F. Taylor, first; M. Dirnberger, second; E. C. Bode, third; Gus Steele, fourth. Time 2:33 3-5.

One-mile 3:10 class.—O. S. Brailey, first; W. H. Gibbs, second; E. B. Finch, third. Time, 2:37.

Two-mile handicap.—A. D. Kennedy, 120 yards, first; Gus Steele, 275 yards, second; H. L. Morris, 275 yards, third; G. S. MacDuff, 250 yards, fourth. Time, 5:01 2-5.

Half-mile open.—M. F. Dirnberger, first; E. C. Bode, second; L. C. Quinan, third; F. P. Holcomb, fourth. Time, 1:12 3-5.

Half-mile ride and run.—Will Lonn, first; Gus Steele, second; H. H. Schultze, third. Time, 1:16 3-5.

Half-mile handicap.—M. F. Dirnberger, 20 yards, first; G. F. Taylor, scratch, second; A. D. Kennedy, 30 yards; third; Gus Steele, 50 yards, fourth. Time, 1:05 4-5.

Quarter-mile open.—M. F. Dirnberger, first; E. C. Bode, second; Gus Steele, third; W. H. Sanborn, fourth. Time, :32 1-5.

One-mile international; time limit 2:30.—A. D. Kennedy, first; M. F. Dirnberger, second; G. F. Taylor, third; E. C. Bode, fourth. Time, 2:26 2-5.

#### Knisely Scores Heavily.

OTTAWA, ILL., August 31.—C. T. Knisely, of Chicago, participated in the races of the Kazoo C. C. here today and ran away with four firsts. Frank Wing, the local champion, was the only one who could make any showing against the Chicagoan. H. A. Hoyt, a Chicago boy, made his debut, and showed a rare turn of speed for a beginner. Summary:

One-mile novice.—C. A. Wescott, Chicago, first; H. A. Hoyt, Chicago, second; Theo. Crane, third. Time, 2:50.

One hundred yard dash.—F. Wing, Ottawa, first; T. Mahoney, Ottawa, second; W. Wing, Ottawa, third. Time, :10 1-2.

One-mile handicap.—Floyd Delapp, Ottawa, 45 yards, first; W. Wilhelm, Ottawa, 35 yards, second; D. Boyle, scratch, third. Time, 2:52 1-2.

Quarter-mile scratch.—C. T. Knisely, Chicago, first; F. Wing, Ottawa, second. Time, :35.

One-mile open.—C. T. Knisely, Chicago, first; F. Wing, Ottawa, second; D. L. Burke, California, third. Time, 2:56.

Half-mile handicap.—C. T. Knisely, Chicago, scratch, first; F. Wing, Ottawa, 20 yards, second; H. A. Hoyt, Chicago, 30 yards, third. Time, 1:13 1-2.

Five-mile handicap.—C. T. Knisely, scratch, first; C. A. Wescott, Chicago, 175 yards second; A. T. Webb, Aurora, 175 yards, third. Time, 14:20 1-4.

Half-mile consolation.—J. J. Young, Y. C. C., Joliet, first; W. A. Young, Y. C. C., Joliet, second; Charles Sweger, Ottawa, third. Time, 1:18 1-4.

Half-mile for Kazoo riders.—T. G. Crane, Ottawa, first; James Green, Ottawa, second; George Servis, Ottawa, third. Time, 1:46.

#### Decatur's First Venture.

DECATUR, ILL., September 1.—The two races open to outside riders at the fair grounds today attracted quite a number. Chicago, Indianapolis, California, and other places were ably represented, and as usual the Chicago Cycling Club carried off nearly all the prizes. The mile open was won by E. V. Minor, of Indianapolis, in 2:33 1-2, W. S. Ruby, of Riverside, Cal., was second, and James Levy, of Chicago, third. The prizes in the two-mile handicap were won by Chicagoans, C. H. Peck winning from 40 yards in 5:19; James Levy, 100 yards, second, and G. W. Denison, 100 yards, third. C. P. Root, Chicago, started from scratch on a strange machine, but had to dodge two idiots who jumped out in front of him near the start. The county mile was won by F. S. Coleman, of Decatur. The Decatur cyclists were encouraged with the success of the races and will give a big meet next year, on a new half-mile track. The prize list will reach \$3,000.

#### Bliss and Githens Ride under New Colors.

CLEVELAND, OHIO, September 2.—The annual championship games of the Central Association of the Amateur Athletic Union were held here today, and had it not been for the bicycle races the Chicago Athletic Association would not have shown up so well. Two of the four firsts credited to the association were won by J. P. Bliss. The cycle races excited the most interest and livened up the crowd until it became enthusiastic. Zimmerman won the quarter in :35 2-5; A. I. Brown second. Bliss ran second to Zimmerman in the mile and also won the two-mile and half-mile. Githens ran second in the former and Walter Steuber second in the latter.

#### Time Prize Goes to Milwaukee.

NEENAH, WIS., September 4.—Milwaukee captured time prize in the first annual Oshkosh-Neenah fourteen-mile road race today. The road was dusty but in good condition, and fine time was made. T. F. Anderson, of Waupaca, showed up as the winner, from the 7-minute mark. E. W. Roth won time from scratch in 44:06; L. N. White, scratch, also from Milwaukee got second time. The men finished in this order: T. F. Anderson, 7 minutes, first; A. M. Chandler, 8 1-2 minutes, second; C. A. Barnett, 6 minutes, third; E. W. Roth, scratch, fourth; George Chittenden, 2 minutes, fifth; Charles Law, 3 1-2 minutes, sixth; L. White, scratch, seventh; W. Nugent, 4 minutes, eighth; F. M. Harbach, 6 1-2 minutes, ninth; L. P. Olson, 3 1-2 minutes, tenth; F. J. Luhn, 8 1-2 minutes, eleventh; A. W. Anderson, 5 minutes, twelfth.

#### Schofield Disgusted.

NEW YORK, September 4.—Schofield rode in the first heat of the mile open at the N. C. A. races and then refused to ride any more, saying he did not care to get tangled up with so many crack riders. In his heat he finished second to Wheeler. Hess, Dorntge, and Kluge claim that Schofield fouled them, but it looked very much as if the Englishman had been pocketed. Wheeler won the mile open and the mile handicap. Frank Albert captured the two-mile handicap, A. B. Rich the five-mile handicap and Schofield the mile consolation.



## JOHNSON WINS A PIANO.

**He Is the Only Crack Present at the Kansas City Meet, and Has an Easy Time.**

KANSAS CITY, MO., September 1.—The Kansas City Cyclists' meet opened today at the new track at Fairmount Park. The announcement that A. A. Zimmerman and J. S. Johnson would compete brought 3,000 people to the grounds. The Jerseyman did not appear, however. Githens, Bode, and Rhodes also failed to materialize, so Johnson had an easy time in the open events. All the races were good, and some of the finishes intensely exciting. Johnson captured the crowd at once, his neat gray racing suit, boyish appearance, and the fatherly solicitude with which he was looked after by the silver-haired gentleman who held his wheel (for most people thought Eck was Johnson's father) made him the most interesting figure on the track. Johnson won the half-mile and one-mile open races. He started in the half-mile handicap, but only succeeded in getting seventh. He refused to start in the two-mile handicap. M. H. Burt, of Wichita, was in good form. He won the two-mile handicap, and was second in the one-mile open, Johnson being first. H. C. Wood, of Kansas City, showed marked improvement, riding like a veteran, though his first race was ridden less than two months ago. The events were run off promptly, and the track kept clear of all persons except those who had business there. W. M. Brewster was referee.

### Summary.

One-mile novice.—T. W. Coburn, St. Louis, first; J. H. Duffner, Kansas City, second; Ed. Lambert, Kansas City, third. Time, 2:45 2-5.

Half-mile handicap, first heat.—H. C. Wood, Kansas City, 95 yards, first; W. L. Swendeman, Helena, 65 yards, second; E. Lambert, Kansas City, 110 yards, third; F. Furgason, Kansas City, 105 yards, fourth. Time, 1:06 2-5. W. H. Hamilton, of Pueblo, collided with C. Kindevatter in the last lap and both fell.

Second heat.—J. W. Bowman, St. Louis, 95 yards, first; O. E. Boles, Denver, 55 yards, second; N. T. Haynes, Kansas City, 100 yards, third; E. A. Grath, St. Louis, 85 yards, fourth. Time, 1:08. J. S. Johnson finished seventh; time from scratch, 1:08 3-5.

Final heat.—H. C. Wood, first; E. A. Grath, second; W. L. Swendeman, third; F. Furgason, fourth. Time, 1:06.

Half-mile open, first heat.—J. S. Johnson, first; W. L. Swendeman, second; E. A. Grath, third. Time, 1:20.

Second heat.—O. E. Boles, first; W. W. Hamilton, second; H. R. Warren, Kansas City, third. Time, 1:22.

Final heat.—J. S. Johnson, first; W. L. Swendeman, second; H. R. Warren, third. Time, 1:20 2-5. Johnson led the entire race and won easily.

One-mile 3-minute class, first heat.—A. W. Miller, Kansas City, first; T. W. Coburn, St. Louis, second; A. L. Brunner, K. C., third. Time, 2:47.

Second heat.—G. A. Maxwell, Winfield, first; C. W. Rebenscheid, K. C., second; S. Patterson, Plattsmouth, Neb., third. Time, 3:02.

Final heat.—G. A. Maxwell, first; G. E. Tivy, St. Louis, second; C. W. Rebenscheid, third. Time, 2:42.

One-mile open.—J. S. Johnson, first; M. H. Burt, second; W. L. Swendeman, third. Time, 2:38.

Two-mile handicap, first heat.—W. L. Swendeman, first; H. C. Wood, second; C. W. Rebenscheid, third; D. Coburn, fourth. Time, 5:07 2-5.

Second heat.—M. H. Burt, first; O. E. Boles, second; H. R. Warren, third; J. W. Bowman, fourth. Time, 5:04.

Final heat.—M. H. Burt, first; H. C. Wood, second; O. E. Boles, third; H. R. Warren, fourth. Time, 5:02 1-5.

### Second Day.

KANSAS CITY, MO., September 2.—The second day's racing was witnessed by a far greater crowd. The day was perfect and the races good. An unfortunate spill in the three-mile handicap brought down H. C. Wood and C. Kindevatter, both of whom were sure of a place. Johnson started in this race, but could not catch the leaders. His time for the three miles was 7:50. A few minutes after finishing this race Johnson rode an exhibition mile, paced by G. S. Maxwell, O. E. Boles, W. L. Swendeman, and M. H. Burt. Time, 2:20 1-5.

### Summary.

Half-mile 1:20 class, first heat.—H. C. Wood, first; G. A. Maxwell, second; C. Kindevatter, third. Time, 1:18.

Second heat.—E. A. Grath, first; J. W. Bowman, second; H. R. Warren, third. Time, 1:20 4-5.

Final heat.—E. A. Grath, first; H. C. Wood, second; H. R. Warren, third. Time, 1:14 2-5.

Quarter-mile open, first heat.—J. S. Johnson, first; O. E. Boles, second; H. R. Warren, third. Time, :39 4-5.

Second heat.—W. S. Swendeman, first; M. H. Burt, second; S. Patterson, third. Time, :36 4-5.

Final heat.—J. S. Johnson, first; W. L. Swendeman, second; O. E. Boles, third. Time, :34.

One-mile handicap, first heat.—G. A. Maxwell, first; C. Kindevatter, second; S. Patterson, third. Time, 2:20 2-5.

Second heat.—H. C. Wood, first; W. L. Swendeman, second; O. E. Boles, third. Time, 2:19.

Final heat.—G. A. Maxwell, first; H. C. Wood, second; O. E. Boles, third. Time, 2:26 3-5.

One-mile open; first prize, grand piano.—Johnson, first; Wood, second; Swendeman, third. Time, 2:38 2-5.

Two-mile team race.—Pastime Athletic Club, St. Louis, 161 points; Kansas City Cyclists, 123 points; Jackson County Wheelmen, 72 points. Time, 5:37 3-5.

Three-mile handicap.—H. R. Warren, 340 yards, first; M. H. Burt, 280 yards, second; D. Coburn, 370 yards, third; A. W. Miller, 410 yards, fourth. Time, 7:39 1-5. Johnson's time from scratch, 7:50.

## RACES OF ALL DESCRIPTIONS.

PHILADELPHIA, PA., September 5.—The N. C. A. opened their second Philadelphia season on Labor Day at the Tioga grounds. There were about 2,000 present. J. W. Schofield made his initial appearance and made a favorable impression. Owing to his recent sea voyage—on which he lost eighteen pounds—and his lack of training, he was unable to do himself justice. He won the novice race easily and rode well in the first lap of the lap race, the only other race in which he competed. He has a beautiful style of pedaling and rides with great ease. He is about 5 feet 5 inches in height, broad shouldered, but rather slimly built in the legs.

### Summary.

One-mile novice.—J. W. Schofield, first; C. E. Byers, second; J. W. Stayman, third; O. L. Johnson, fourth. Time, 2:59.

One-mile lap race.—First lap, Wheeler, Schofield, and Price; second lap, Rich, Wheeler, and Hess; third lap, Rich, Wheeler, and Dornitge. Wheeler, 10 points, first; Rich, 9 points, second; Price, 4 points, third; Hess, 3 points, fourth. Time, 2:35 3-5. Schofield was a close second on the first lap, but lost his pedals on the second and dropped out of the race.

Two-mile handicap.—H. Kanasha, 179 yards, first; C. E. Kluge, 80 yards, second; C. Hess, 80 yards, third; C. W. Price, 90 yards, fourth; J. F. Starbuck, 180 yards, fifth. Time, 5:16 1-5.

Five-mile handicap.—C. W. Ashinger, 480 yards, first; F. Albert, 500 yards, second; C. L. Williams, 400 yards, third; H. Kanaska, 360 yards, fourth; H. E. Bartholomew, 280 yards, fifth. Time, 13:25 4-5. Wheeler finished seventh in 13:35. Dornitge and Kluge had 140 yards handicap, but started at scratch to pace Wheeler, but after three miles were unable to keep the pace.

One-mile consolation.—J. A. Newhouse, first; B. C. Betner, second; V. J. Kelly, third. Time, 2:48.

On Thursday of last week A. B. Rich, of the N. C. A., was advertised to break the Tioga track one-mile record. Wunder, Taxis, Donnelly, Draper, and others were advertised to pace him. When Bunnell arrived at the grounds he found that an admission fee was being charged. As this would have made the amateurs professionals he ordered the gate thrown open and allowed every one to come in. This provoked a war of words with the Tioga N. A.'s officials, and as a result Bunny will probably be called to explain his action, as none but members are admitted to the grounds and this was in direct violation of this rule. Only Draper and Donnelly paced Rich, who did the mile in 2:18 4-5. On Saturday it was announced Wheeler would try for a record, but owing to the heavy wind the trial was abandoned.

### Racing at Norristown.

The Norristown Wheelmen held their races at the fair grounds on September 2. Results:

One-mile novice.—H. J. Worthington, first; H. Flannery, Jr., second; C. Helner, third. Time, 2:50.

One-mile open.—E. F. Miller, first; C. J. Croft, second; H. Butcher, third. Time, 3:28.

One-mile Montgomery Co. and Chester Co. championship.—C. J. Croft, first; J. F. Cope, second; G. Keim, third. Time, 3:22 1-2.

Quarter-mile open.—E. F. Miller, first; G. B. Mershon, second; H. Butcher, third. Time, :40.

One-mile handicap.—C. J. Croft, 55 yards, first; E. F. Miller, scratch, second; J. F. Cope, 75 yards, third; H. Butcher, 55 yards, fourth. Time, 2:32.

Half-mile open.—E. F. Miller, first; H. Howard, second; J. F. Cope, third. Time, 1:15.

One-mile 2:40 class.—W. Howard, first; H. Butcher, second; J. F. Cope, third. Time, 2:49.

One-mile club championship.—C. J. Croft, first; J. F. Cope, second; W. H. Quillman, third. Time, 3:08.

### Quaker City Road Race.

The fourth annual five-mile road race of the Quaker City Wheelmen drew a large crowd at Ballo station, and despite the heavy wind good time was made. The results were as follows:

NAME.	HND CP.	TIME.	NAME.	HND CP.	TIME.
1 H. T. Uhler	3:00	15:15	9 R. P. Rich	scratch	13:26
2 J. Estoclet	2:00	14:20	10 G. T. Heileg	4:00	17:27
3 C. C. Enburg	3:00	15:30	11 C. D. Artman	1:00	14:30
4 O. R. H. Thompson	1:30	14:05	12 A. Luffberry	3:00	17:02
5 G. G. Melloy	1:45	14:47	13 G. Busby	1:45	15:27
6 F. W. Rees	3:30	16:35	14 J. Ashenbach	1:30	15:13
7 H. E. Nearling	2:00	15:15	15 N. S. Conrad	1:00	15:09
8 F. M. Dampman	scratch	13:24	16 J. G. Satterthwait	4:00	18:33

The Americus Wheelmen, Philadelphia, held their five-mile road race on the Montgomery avenue course on September 2. The winner was H. C. Hochstadter, in 13:16 2-5, with S. P. Johns second. L. Guggenheimer, R. Thompson, C. Walker, C. Bedechemen, and E. Newhouse finished in the order named.

### California's Lady Centurion.

Miss Maud Stuart is a sixteen-year-old beauty residing in San Francisco. She rides a wheel and recently made a century in good time over very dusty roads. The costume she wore on her ride was sensible as well as comfortable. She says: "I wore an Eton jacket of blue cloth, with a short skirt just coming below the knees. The costume also included loose Turkish trousers of the same material as the skirt. I had tan shoes with white gaiters over my ankles, and then long leggings made of brown leather. To prevent my hands from blistering I had long brown gauntlets. My headgear comprised a white yachting cap."

The A. C. C., of Philadelphia, have arranged a programme for their meet on September 23 which ought to attract the flyers. All but two of the races are open events, and a prize list composed principally of diamonds is offered.



## STILL AFTER RECORDS.

### The Frenchmen Making a Game Struggle to Regain Lost Laurels —A Paced Handicap.

PARIS, August 23.—Some very good times were made in practice last week by the cracks on the excellent wood surface, which has been further improved by the managers having a high board fence built around the path to protect the riders from the wind.

Cottureau, who is in Paris training for the championships, was there in the evening, on the 17th, and asked Masi and Vigneaux to pace him for a kilometer around the track. The distance was covered in the remarkable time of 1:18, the existing record being Fournier's 1:21 2-5. Although unofficial, Cottureau's figures are correct, three watches having been held on him. The tandem pair then went for the lap record, which they already held in :38, and did the trick in :37 2-5, timed by Charron and Hermet. The weather was perfect and the riders were unhampered by even a breath of air.

Encouraged by their success and this favorable weather, the tandem again repaired to the track on the 18th, intending to have another go at the lap record, and at 6:30, the wind having died down, they came to the tape. Mr. Minart gave the start, and the long machine tore away round the track, losing a few yards in the first turn, but making such splendid speed in the back stretch and home straight that the distance was covered in :36 flat, world's record for the half kilometer with a flying start. This is equivalent to the quarter mile in less than :29, and the pair are confident that they can lower even these figures. Their performance is all the more remarkable when it is born in mind that they had no pacemakers.

Several of the riders present then tried for the lap record for single wheels, Nivet taking the palm with :38 1-5 (flying start), despite his slackening speed on the turns; Charron did :40 2-5, and Cottureau, evidently not at home on a new machine, :38 2-5. All these without pacemakers.

Hermet then asked the tandem pair to pace him for a lap, and the three going away, with a flying start, covered the lap in :37 1-5 as Hermet's time, the tandem running three lengths ahead of him on the home stretch. This gives Hermet the world's record for the one-half kilometer on a safety, paced.

Other interesting events are on the lists at the Seine track for this week. Cottureau and the tandem crew are to run a match on 100 meters and the tandem will try for the mile record held by Osmond and Merry, in 2:05 1-5, made at Arnhem, Holland, a few days ago.

The U. V. F. one-kilometer championship will be run on Sunday next, 27th inst., on the same track, and will bring together all the French cracks, Medinger, Cassignard, Fournier, Cottureau, Baras, Piquet, Antony, Echard, Nivet, and the young flyer from Lille, Delansorne, who has shown remarkable form this year, recently beating Medinger and Fournier in a scratch race. It is difficult to pick out the winner from this galaxy, but it is conceded that Cassignard has shown such remarkable form this season that he should come to the post a winner.

The other U. V. F. championships will also be run on the Seine track on September 7 and October 1, and the flyers intend to devote their spare

time to record breaking. Cottureau will have a go at the 100-kilometer and hour records, on which Nicodemi also casts a longing eye. Several tandem crews have been formed, including Echard-Stella and Piquet-Pachot, and will give the record breakers some fast rear wheels to stick to.

### A Paced Handicap.

The management of the Buffalo track struck a new departure Sunday last by instituting a paced handicap, and the result was interesting, although several incidents came to mar the arrangements. Stephane, Dubois, Nicodemi, and Cottureau were to start, but failed to put in an appearance, so Meyer, with 900 meters, found himself scratch. The other starters were Piquet, 1,800; Grosjean, 2,000; Milo, 2,500; Pachot, 2,500; Berthier, 2,800; Czerni, 3,000; Snook, 4,000. Meyer looked like a winner, but fell two laps

from the start, breaking his machine and hurting himself so that he had to give up. Grosjean and Milo also retired early for various reasons, and at ten kilometers the race looked like a match between Piquet and Czerni, the two others not being in their class. Piquet at once called for pace-makers, and pulled by Vigneaux and Charron on a tandem set a terrific pace, repeatedly lapping Pachot and Snook. Czerni managed to hang on to Piquet until the seventeenth kilometer, when he felt sick and slackened, Piquet, paced by Stella, Girardin, and Cottureau, taking several laps. Czerni, after a last effort to regain the lost ground, gave up at nineteen kilometers, complaining of a stitch in his side. Piquet went right on at a fine pace, paced by Antony and Cottureau, until he caught up with the others, and was one lap ahead of Snook and two laps ahead of Pachot. The latter then succeeded in gaining over Snook, taking second place, which he maintained to the finish. The pace slackened toward the end, but the whole distance was covered in 24:25, from 1,800 meters, which is very creditable. Another similar race will be run shortly, when it is hoped more numerous entries will be gathered.

### The Paris-Trouville Road Race.

The road race promoted by the *Journal*

was held on Monday, gathering, for the first time, no less than six tandem pairs. The finish was remarkable and exciting, Meyer, Nicodemi, Dubois, and Huzelstein finishing within one minute, after a struggle which lasted the whole distance of 220 kilometers.

ALBERT G. ROUX.

### Charles T. Knisely.

The Illinois Cycling Club, of Chicago, always has a dark horse for the great Pullman road race, but in only one case did its predictions come true. It was in 1890 and Charles T. Knisely first sprang into prominence when he easily won the classic event from the 10-minute mark. He rode some that year and was quite successful. He then disappeared from public notice, occasionally being heard of in club events. It was not until this year that he took up racing in earnest and he has so far made quite a success of it. Through his willingness to pace, he broke the four-mile competition record twice at the Chicago meet and nearly won the mile international championship. In the recent Illinois Club road race he broke the ten-mile road record, lowering it to 27:55. Knisely is a handsome fellow, of magnificent physique and a great favorite. He rides under the colors of the Illinois C. C.





## ROAD RECORDS BROKEN.

### Shorland Rides a Wonderful Race in the North Road Twenty-four—A Cash Prize Meet.

LONDON, August 26.—The great North Road twenty-four-hour road race was started at midnight last evening. There are twenty competitors. Twelve ride rear drivers, four are on front drivers, two are mounted on single tricycles, and another pair are using a tandem safety. The notable absentees include M. A. Holbein, whose foot is still injured, and J. M. James, who has given up racing a while. As I write, the latest reports to hand announce that at 9 a. m. Shorland was leading strongly, notwithstanding a severe fall he had sustained through colliding with Bidlake. Bidlake, on his tricycle, had run over a brick and twisted the frame of the tricycle, but was second—15 minutes behind Shorland—at 9 o'clock this morning. R. H. Carlisle, on a safety, is running Shorland down, being very fresh, and only 18 minutes behind the lively Frank. The start was effected one and a half miles north of St. Neats, and the route is the usual complex one, with journeys out and home radiating from Wisbech. The leading men will finish between Hitchin and Eaton Socon at midnight tonight. Consequently I can not send the result. Three hundred and seventy-five miles, it is taken for granted, will be exceeded. Shorland's last year's mileage, it will be remembered, was 366½ miles—record. Eleven miles from the start last night Shorland and Bidlake left the field behind, brilliant moonlight and a westerly wind prevailing. It was a superbly fine cool night.

Later: Shorland has run all his pacers off their legs, including Mills, Leitch, and J. M. James. At midday he had raised the 12-hour record by nearly a mile. At 2:30 he had covered 228¾ miles in 14½ hours. Bidlake at this time was third, with 208¾ miles. Carlisle was eight miles ahead of Bidlake. The wind is strong and hampers the riders. Hammond may get third place, but is not likely to beat Carlisle.

In addition to these four, Waygood, with 179 miles in 14 hours, and Atto (a Pickwick veteran of over sixty years of age), with the same mileage, in 14 hours 42 minutes, are the only others persevering.

At 3 p. m. Hammond had covered 213 miles in 15 hours. He was fresh and was soon expected to run into third place.

My last information is from Peterborough at 4 p. m., when Shorland was leading by fourteen miles.

#### Stroud Wins His Own Prize.

At Paddington grounds this afternoon the second of the meetings promoted in aid of the medical charities of London took place. The first, it will be remembered, was held at Herne Hill on May 27, and resulted in a sum of over \$1,500 being handed over to the Hospital Saturday Fund. This was mainly a cycle meeting. Today's sports were mainly athletic. About 5,000 spectators attended—the afternoon being cool and cloudy, although fine. A northwesterly breeze precluded any very fast times being accomplished. W. J. Harvey was the cycling judge and Penn Coleman took the times. The cycle events consisted of a mile handicap and a half-mile handicap—the latter being for the magnificent fifty-guinea silver challenge cup presented by the corporation of the city of London.

The mile was run in five heats and drew forty entries. A. J. Watson was present but did not ride. Bardsley, M. D. Fowler, and A. W. Harris were the chief absentees. In the final, six rode. Stocks caught his field early and going in front looked a certain winner. Entering the last lap, Brooks and D. R. Jenkins were shaken off and dropped behind. As the straight was entered J. Camp came with a rush, followed by Lambley, the former winning by a yard from the latter. Stocks was third, a yard behind, and F. Polehampton fourth. Time, 2:18 2-5. Camp and Lambley had fifteen yards start and Stocks ten yards.

The half-mile final was a grand race. Stroud beat Stocks by a yard, and Lambley was three yards behind. Stroud won the cup and the prize he had himself presented to the fund. He will be given a gold medal, as he declines to accept his own prize, which will be raced for again next year.

#### Cash Prize Meet.

Last Saturday a cash prize race meeting was held at Lincoln. In past years the Lincoln B. C. meetings have been conspicuous for the high value and unusual character of the prizes offered, and the N. C. U. has expressed its opposition to their management. Now we have had the first important cash meeting held in England. The prizes were packets of sovereigns, but no details are at hand as to the respective amounts awarded. There was a big attendance of spectators and some exciting racing took place, although the names of the competitors did not make an imposing show. A mile handicap for novices was won by H. Pike, of the Boulevard C. C. R. Howell, of Aston, the well-known professional, carried off the mile open, A. H. Robb being second, and J. Medinger (Paris) third. Howell made all the pace and was closely pressed by the other two riders. The time was slow, being 3:01 3-5. A two-mile handicap fell to T. James, Merthyr, who had eighty yards start, the scratch men, Robb and Howell, securing third and fourth places respectively. Time, 5:42.

#### Long-Distance Road Racing.

The Catford C. C. brought off a fifty-mile road championship on southern roads last Saturday. Only nine men started, Fentiman, the holder, being absent abroad. Both the condition of the roads and the state of the wind were unfavorable to fast times, but the race resulted in a very exciting finish between W. King and R. W. Horton. The former won by a foot in 2:51:52 3-5. The Bath Road Club, on the same afternoon, held a fifty-

mile handicap, which resulted in rather a surprise. J. F. Walsh, the giant Irishman who has done little of late to sustain his reputation as a speed demon, won in 2:41:30, having 8 minutes start. C. C. Wordgway and R. C. Nesbitt were the two scratch men and finished fourth and fifth respectively, the former doing it in 2:45:01, the fastest time in the race. A very fast Whitworth tandem took the winner away from the field. Thirteen started and only five finished. A third fifty was that held on the Putney track by the Surrey B. C. Only six members started, despite the fact that the event was the club championship, with a combined handicap and tempting prizes. The championship was won by R. J. Atkinson in 2:34:32 3-5, while the handicap fell to C. Sullyberger, with one minute start. J. E. L. Bates and S. F. Edge dead heat for second place. Sullyberger was third and G. R. Oxx fourth.

#### A Tandem Mile in 2:05 3-5.

After his record breaking last week, G. E. Osmond went over to Holland with R. G. Merry. On the 20th inst., at Arnhem, Osmond finished second to Protin, the Belgian crack, in the 7,000 meter race, his (Osmond's) time being 13:15; Merry was third. Merry won the half-mile handicap in 1:05 4-5 and Osmond was third in 1:07. In the 10,000 meters championship Protin again scored a win, with Osmond and Eden dead heat for second place in 16:28 4-5. Osmond and Merry on a tandem safety are also credited with riding a mile on the Arnhem track in 2:05 3-5.

Last Thursday there was a complete dearth of pacers at Herne Hill, while a strong wind was blowing. Nevertheless, Osmond and Merry turned out on a Whitworth tandem safety. Taking the starting quarter in :32 2-5, the half was done in 1:02, three-quarters in 1:34, and the full mile in 2:07 4-5—all three times being new records. This, remember, without pacers. A flying quarter occupied :28 2-5—record. Most likely Osmond will go next week for the mile safety record, which stands where Meintjes put it, at 2:09 3-5.

Tomorrow (Sunday) is the day fixed for the official opening of a grand new track in Paris. Le Grand Velodrome de la Seine has a well-banked track of wood, measuring 500 meters, said to be very fast. Records have been made on it already, and tomorrow there will be some grand races. Splendid accommodations exist for competitors.

F. T. Bidlake has now resigned his seat on the general committee of the union. In the *Cycle Record* he publishes all the correspondence between himself and the N. C. U. anent the pother which has ended in this shape.

#### Sturmey Has an Adventure.

Henry Sturmey, the grave editor of the *Cyclist*, relates an amusing story of how he was chased by an aggressive loose horse, while out cycling on the road near Meriden lately. After a desperate race, the horse in full pursuit of the editor's cycle and gaining rapidly, Sturmey had to scramble out of the saddle and crawl under a gate and wait until a passing vehicle momentarily distracted the unwelcome gee-gee, when he hurriedly mounted and made off down a convenient hill.

There appears to be a conspiracy of silence on the part of the English wheel editors with regard to ladies' races. An event of this character was decided on the last bank holiday (August 7) at Yarmouth, and no journal I have seen has published a report. I consider this policy, if it be a policy, very shortsighted and silly. If we are to have ladies' racing, it will take something more than the prejudice of a handful of cycling editors to stamp it out. The policy of boycotting women's competitions from their pages is only another phase of the rabid conservatism which prompts writers like my good friend Harry J. Swindley to inveigh against rational dress for ladies. But in spite of the opposition from quarters whence friendly criticism might be reasonably expected, women's cycling is going rapidly ahead on this side. This year has seen a marked advance.

C. W. HARTUNG.

#### Won by Outsiders.

MUSCATINE, IA., September 4.—Labor Day was celebrated here today by a big meet. The local men rode poorly and did not win a single first. Summary:

One-mile novice.—Frank Hopkins, Fairfield, first; L. H. Israel, Fairfield, second; H. L. Block, Muscatine, third. Time, 3:03 3-4.

One-mile open.—C. L. Boyschon, Jr., Davenport, first; Frank Martz, Creston, second; F. H. Clifford, Muscatine, third. Time, 2:41 3-4.

Half-mile 1:30 class.—Frank Martz, Creston, first; S. H. Rowland, Marengo, second; J. G. Lindsay, Iowa City, third. Time, 1:19.

Five-mile handicap.—C. T. Royschon, Davenport, first; F. H. Clifford, Muscatine, second; E. J. Rawson, Topeka, Kan., third. Time, 14:40.

Half-mile open.—W. C. Smith, Davenport, first; F. H. Clifford, Muscatine, second; S. H. Rowland, Marengo, third. Time, 1:24 1-2.

One-mile handicap.—Frank Martz, Creston, first; C. T. Boyschon, Davenport, second; S. H. Rowland, Marengo, third. Time, 2:40 1-4.

Half-mile handicap.—W. E. Bowman, Keosauqua, first; S. H. Rowland, Marengo, second; E. J. Rawson, Topeka, third. Time, 1:14 1-2.

The quarter-mile open race was won by Rawson, of Kansas, in :38 1-4, and the one mile invitation by Boyschon, of Davenport.

The famous "wheel around the hub," organized in 1879 by the Boston Bicycle Club, will take place September 15 and 16. The party is limited to forty.

James Banks, a druggist at Mifflintown, Pa., went squirrel hunting on his bicycle and bagged a bear. He strapped the carcass to his wheel and brought the load into town.



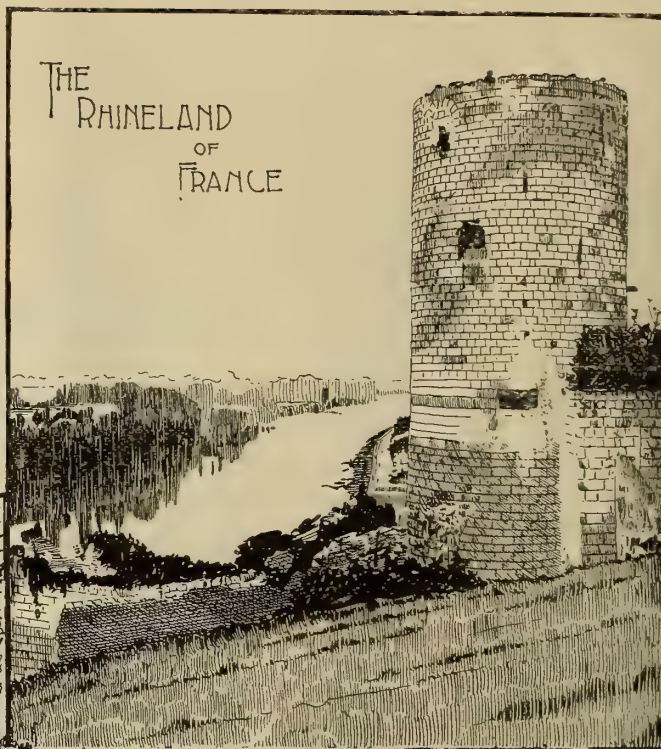
## A TOUR IN SUNNY FRANCE.

Much has been written about the valley of the Loire. The famous chateau region of France. The Rhine valley of France. Balzac has embalmed it in immortal romance; Henry James has described its beautiful chateaux with a language as exquisite as their sculptured walls and architectural proportions. Yet neither they nor others viewed it with the eye of a cyclist, and few Americans have done so. We first saw the Loire at Orleans. There we began our long journey down the enchanted valley. We have only space to speak of it in a general way. We were not bothered with methods of conveyance. We were as independent of space as the birds. Every wheelman will agree with us, if he will but imagine this river valley, with its level meadows; its high bluffs of limestone, crowned with ruined fortress or more recent chateau; its rows of soldier-like poplars, and best of all, its broad, smooth boulevards, extending for hundreds of miles on either bank of the river, close to the water, and as perfect in construction as is possible to the highest engineering skill. Sometimes the *grand route* was a railroad embankment extending across a broad meadow, covered with crops and the laboring peasants; sometimes it skirted the base of perpendicular cliffs that overhung the water; sometimes it hid itself in groves of poplars, only to reappear again and display its immaculate surface in rivalry with the gleaming mirror of the river. A stone wall generally protected it from possible freshets, and though at every turn it disclosed ever changing views and vistas, like the river it flowed on the same forever, always smooth, always level (or slightly descending), and always apparently sweeping us onward, as the current itself bears its burdens to the sea.

The accompanying photograph gives a typical illustration of this Rhineland of France. The ruined tower on the height, the *grand route* on the bank, the poplars mirrored in the river—all are there.

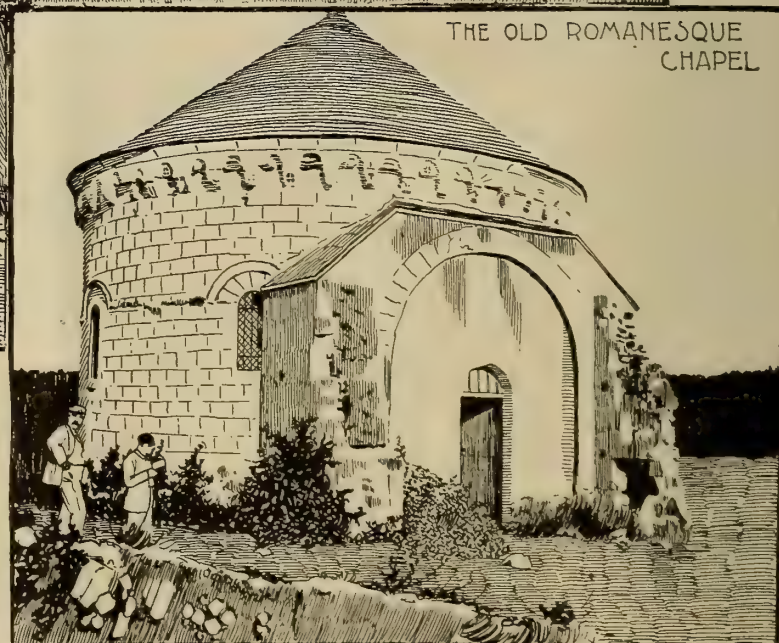
The chateaux of Touraine are located (as is the above tower) on the high promontories of limestone that extend from the surrounding plateaus into the valley of the Loire. They are either the elaboration of, or addition to, or successors of, an earlier feudal stronghold. They are the blossoming

that we could not enter the grounds, much less the building, and that he could not take a note for us to this vandal, who had come to live in a historic chateau. But we had with us a man who had had too much experience in traveling, and sketching, and opening closed doors to be put off in that way. Mr. Pennell (whom I mentioned in the last article) had in his possession a certificate from the Beaux Arts at Paris to sketch anywhere in France. He informed the gatekeeper that a request should be made to the new owner of Chenonceaux to allow our party to enter, if he had to carry in the note himself, and scale the wall to do it. The man relented at that, took Mr. Pennell's note, and soon returned saying that we might visit the chateau, but that we must leave before 11 o'clock. It was then 10 o'clock. The unfortunates above-mentioned, who had lingered on the road, did not see Chenonceaux.



of the French Renaissance, the result of the influx of the Italian rejuvenation that led the French kings, especially Francis I., to erect such palatial country abodes and give the Italian masters *carte blanche* to make them as elaborate as the spirit of the times dictated. One of them is the chateau of Amboise, where lies buried the great Italian artist Leonardo da Vinci, who designed its grand proportions and beautiful detail. A great tower rises from the base of the cliff on which the chateaux rests. It represents the mediæval elevator, for it contains the method of ascent to the chateau. A spiral roadway, wide enough for a coach and four, winds upward through it, and once the emperor Charles V. made the ascent on horseback, when he came to visit his rival, the magnificent Francis I.

We did not confine ourselves to the Loire, for its tributaries are quite as fascinating. When we left Amboise, it was a pleasant change from the level boulevard of the Loire and the river scenery, to climb the steep slope and speed away over the plateau, through the vineyards, to the favorite home of Diana of Poitiers, the far-famed chateau of Chenonceaux. It is different from the others, since it does not surmount a height, but extends its graceful galleries across the little River Cher. But some of the party did not see it. The scorchers found that their rapid proclivities were at last of some advantage, and the idlers, and artistic enthusiasts who stopped to sketch, found that on that particular day it would have been better to scorch. As the advance guard approached the beautiful chateau, imagine our disappointment at finding that the long avenue of giant trees was decked with lanterns and ribbons, as if for some gay fete; that the great iron gate at the entrance was closed, and that a uniformed individual was parading back and forth, and forbade our entrance. He informed us that the chateau had been recently purchased—for about \$850,000—by a Spanish-American; that the new owner and his family had arrived the day before;



As we crossed the drawbridge and mounted the steps of the grand entrance, we met the new owner and his wife superintending the unpacking of huge cases of goods. They were a young couple. Their white flannel summer-resort suits and their modern jauntiness seemed strangely incongruous with the stately beauty of their surroundings. They were evidently delighted with their new home and happily impressed by the fact that they were to live on the same magnificent estate that had been the abode of four queens of France; that had aroused in Catharine de Medici such jealousy of her husband's mistress, and which she had immediately appropriated after Henry's untimely death. But to us there was a tremendous incongruity in it all. We did not envy this young Cæsar in his historic home. We had seen enough of these old royal chateaux to feel that however delightful it may be to visit and inspect their isolated and cheerless magnificence, it would be worse than monotonous and lonesome to live therein, unless, like the princes for whom they came into existence, one could be continually surrounded by a gay court and a host of servants. Of course all the



original furnishings of Chenonceaux were disposed of by the rascal Wilson, son-in-law of President Grevy, who took advantage of his opportunities to raise money in that way. He is now in prison. The chateau came into possession of a great Paris trust company, from whom its present owner undoubtedly bought it.

That afternoon we again mounted the plateau and swept across it to another tributary of the Loire, over thirty miles away. That ride was unique in one respect. It was the only ride that we took in a body. It was due to Joseph Pennell, the artist. He is a scorcher, no matter how much he may deny it. We started out together, as usual, but we did not, as invariably before and after, scatter into groups of twos and threes. Nothing but scorching or a street parade can keep cyclers together. The scorchers will scorch, in the country, and the idlers will idle, unless, as in this instance, there is a Joe Pennell in the party. On his high-g geared ordinary, with its pneumatic tires and its saddle-bags,—as we called the leg protectors flapping in the wind,—he hustled along through the vineyards, all the time complaining that we were a set of scorchers, yet all the time somehow inducing us to scorch. It was a glorious ride. The wind was with us. We swept over the broad smooth road in a solid body, four and five abreast, with the speed of the great steamer that brought us over the ocean; with the noiselessness and the grace of the flight of the birds; with all the exultation that prompts the happy madrigal of the lark. We whistled and shouted and sang gay snatches of song with never a thought of fatigue or exertion, and all the time the white roadway was flying beneath us, the vineyards and villages were hurtling past us, and the kilometers were stretching out behind us at the rate of over sixteen miles in the hour. The hens and geese fluttered and cackled, the frantic dogs yelped and scampered, and the peasants stared or shouted at this flying procession. There is an inspiration in the presence of others during such rapid progression. One feels as if he were a part of a mighty, irresistible whole; an individual in a troop of charging cavalry. Only a road that is smooth for its entire width renders such a charge possible for a troop of wheelmen. The single-file in a wheel-rut dissipates the effect. For twenty-three miles through a beautiful country we thus rode together, and we covered the distance in one hour and twenty-five minutes. This was not, however, so good a record as was made on one of the previous Elwell bicycle tours, when the entire party covered nineteen and a half miles in just fifty-eight minutes.

We stopped at a little town some ten miles before reaching our destination, the city of Loches. Some local wheelmen had ridden out to meet us, and escort us into the city, but they had something first to show us. We left the *grand route* and passed down a wood road into a field. In a distant corner was a round white tower. No path approached it. We crossed a grain field to an old Romanesque chapel, which is one of the only six in the world of the same design. It is about twenty feet in diameter, perfectly circular, with walls some five feet thick and twenty feet high. Inside, the decorations were simply a few figures of saints painted on the walls, with colors apparently as bright as when applied nearly 1,000 years ago.

Loches is the name of a city of 10,000 or 12,000 inhabitants, situated on the river Indre. It is also the name of the huge historic buildings upon the height overlooking the city roofs. There are both the old feudal stronghold and the more recent Renaissance chateau. They are distinct from each other. Something of our daily programme in one of these chateau towns of Touraine may prove worthy of mention. We generally arrived long before the noonday or evening meal, as the case might be. We usually rode into the inner court of such a hotel as that at Loches (as shown in the picture, which was taken from the stables which form the rear side of the inner court). The first thing to do was to hunt up the list—which the manager had sent on ahead—and find our rooms. After that important matter was thus settled, certain enthusiasts invariably made a bee-line for the chateau, if only to look at the exterior, if there was no time for anything else before dinner or night. Other enthusiasts, the architectural and artistic devotees, would seize their sketching materials, take a turn about the square in front of the hotel, sniffing the air all the while, and finally, having struck the scent, so to speak, would start off as unerringly as the hound upon the trail. What were they after? Rare old architectural stuff, to be found only in the slums, and to be always readily located, especially after practice, by inflating the nostrils toward all points of the compass. What matter if the cholera was raging in Havre and Rouen. This picturesque "stuff" of the slums (always the oldest section) possessed an indefinable charm. The historic associations of the grim fortress or gay chateau in the pure air on the height were not "in it" with the slums, and architecturally they were pure "rot." What mattered it if cruel Louis XI. had hurled his victims to a lingering death in the bowels of the rock in the awful *oubliettes* (forgotten places) of Loches. What mattered it if Catharine de Medicis did hang the massacred Huguenots on the iron railing at Amboise, or if the Duke of Guise (La Balafré) was murdered by the coward king in a certain room at Blois, or if Joan of Arc first met the king in a ruined chamber at Chinon. The builders of those old tragedy-haunted and royally-dowered fortresses and chateaux knew nothing about architectural proportions or optical refinements, etc., even if they did come from Italy. Down in the slums was the real art, that had sprung full-fledged from the brain of the mediæval carpenter and mason. America was suffering for just such distorted gables and dormers on all the new houses—they are picturesque anywhere, of course.

But to return to the hotel at Loches. While the reader is gazing at the photograph taken by one of the party, let him reflect that the hotelkeeper in France has inherited his business from both his father and grandfather.

He does not operate his hotel as a business venture, to be dropped if unsuccessful. It is his home, his homestead,—rather, his farm,—where his entire family reside and where they work. The hotel at Loches has been in the possession of the family of the present owner for over 200 years. He prides himself upon his ancestry and his position as their descendant in the proprietorship of the hotel. He has never thought that it could ever come about that he should earn a livelihood in any other way. One can imagine the unchangeableness of the methods and customs that prevail in such a hotel. But if the evil practices always impress themselves, so do the good. For instance, the meats are sure to be delicious, also the coffee; but the sanitary arrangements are equally sure to be atrocious. A book could be written about the country hotel of France.

EDWARD H. ELWELL, JR.

## RECORDS GO AT HARTFORD.

HARTFORD, CONN., September 4.—The 5,000 enthusiasts who attended the first day's meet of the Hartford Wheel Club saw records smashed and also saw Windle and Tyler have everything their own way. Windle broke the world's half-mile record in the half-mile open, beating Tyler out in a hot finish, doing the last quarter in :26 3-5, world's record. The strong wind that blew down the home stretch aided the riders, and later Tyler did the last quarter of the half-mile international in :26 4-5. Windle and Tyler started in the mile handicap, but could not catch the leaders and gave up in disgust. Bald, of Buffalo, rode well and captured two races with ease.

### Summary.

One-mile novice.—G. E. Nettleton, Hartford, first; T. Astor, Bridgeport, second. Time, 2:43 2-5.

Half-mile open.—W. W. Windle, Springfield, first; H. C. Tyler, Springfield, second; E. A. Nelson, Springfield, third. Time, 1:01 2-5; last quarter, :26 3-5.

Half-mile international.—H. C. Tyler, Springfield, first; W. W. Windle, Springfield, second; E. A. Nelson, Springfield, third; A. W. Warren, Hartford, fourth. Time, 1:12. Last quarter, :26 4-5.

One-mile 2:45 class.—E. C. Bald, Buffalo, first; C. T. Nelson, Springfield, second; D. McLean, Brooklyn, third. Time, 2:41.

One-mile handicap.—E. C. Bald, Buffalo, 65 yards, first; D. McLean, Brooklyn, 145 yards, second; E. W. Heyer, Hartford, 150 yards, third. Time, 2:10 4-5. Windle and Tyler, scratch, did not finish.

One-mile state championship.—A. W. Warren, Hartford, first; F. Fuller, Hartford, second; R. M. Alexander, third. Time, 2:36 2-5.

One-mile 2:45 class.—E. W. Heyer, Hartford, first; F. Fuller, Hartford, second; F. A. Landry, Springfield, third. Time, 2:36 2-5.

### Second Day.

HARTFORD, CONN., September 5.—The cracks did not ride with their usual vim today, and in consequence the racing was very tame. The attendance was small compared to yesterday, only 2,000 being present. The second-raters made good time, as the Hartford boys were determined to put some of the lesser lights out of the class races, and they succeeded in several cases. Githens, of Chicago, was here today, but did not ride in his usual form. In the mile international Windle made a good race, and won first place easily, Bald beating Githens for second by a big jump right at the tape. The absence of Zimmerman and others was much regretted.

### Summary.

One-mile 2:40 class.—C. T. Nelson, Springfield, first; F. J. Titus, Brooklyn, second; F. A. Landry, Springfield, third. Time, 2:24 3-5.

One-mile international.—W. W. Windle, first; H. C. Tyler, second; E. C. Bald, Buffalo, third. Time, 2:20 2-5.

One-mile open.—H. C. Tyler, first; H. A. Githens, Chicago, second; J. Clark, Dorchester, third. Time, 2:22 1-5.

One-mile 2:30 class.—E. C. Bald, Buffalo, first; E. A. Nelson, Springfield, second; E. F. Miller, Vineland, third. Time, 2:30.

Quarter-mile open.—H. C. Tyler, first; E. C. Bald, Buffalo, second; W. W. Windle, Springfield, third. Time, :30 4-5.

Half-mile handicap.—E. E. Nettleton, Hartford, 60 yards, first; E. A. Nelson, Springfield, scratch, second; G. F. Sterzing, Hartford, 65 yards, third; O. S. Brandt, New York, 45 yards, fourth. Time, 1:07.

### On a Record-Breaking Course.

DULUTH, MINN., September 4.—Duluth possesses one of the finest courses for road racing to be found anywhere in the country. As cycling in this locality progresses, the London road, on which the fall races of the Duluth Cycle Club were today held, will be as well known to the wheeling world as the Irvington-Milburn or Belle Isle courses. Five miles of smooth and perfectly kept macadam, thirty feet wide, and without considerable grades or turns, invite the speed of the scorcher, and have been repeatedly ridden by a member of the local club under 13:30. If the five-mile road record is to be broken anywhere, Duluth should be the possessor of the new figures. The races mentioned were close and exciting. There was no loafing, as the times will testify. The course was a mile stretch of road slightly down hill at the start but up hill at the finish. It was carefully surveyed, and there is no doubt as to its being over a mile in length. Times were taken by horsemen. J. H. Moore refereed. As will be seen below, Minnesota records came near suffering.

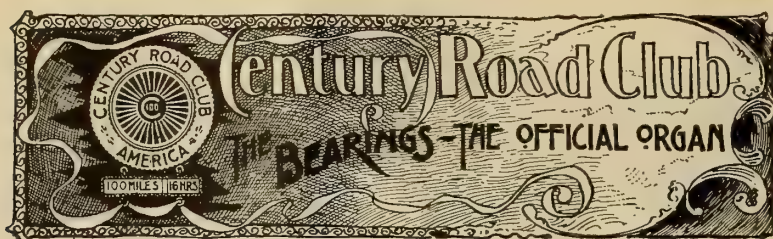
Half-mile open, heats, best two in three: first heat.—J. W. Trumble, Duluth, first; Roy Hoople, Duluth, second; H. Miller, Superior, Wis., third. Time, 1:12 3-4.

Second heat.—Roy Hoople, first; J. W. Trumble, second; H. Miller, third. Time, 1:08 3-4.

Third heat.—Roy Hoople, first; J. W. Trumble, second; H. Miller, third. Time, 1:12.

One-mile team, Duluth vs. Superior, four men to a team.—Hoople, Duluth, first; Conrad, Duluth, second; Miller, Superior, third; Harris, Duluth, fourth: then came Trumble, Duluth, and Potter, Lau, and Lingham, of Superior, in the order named. Time, 2:19 1-2. Duluth won by a score of 24 to 12 points.





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W. Silas Lynn, Fifth St. and Wabash Ave., Terre Haute, Ind.	R. N. Clark, 11 E. Third St., Sterling, Ill.
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### Pay Your Dues.

Members who have not paid their annual dues (\$2) are requested to do so at once. Remit to the secretary by postal note, postoffice or express order. Personal checks on other than Chicago banks are not accepted. The current year of the C. R. C. ends May 1, 1894. Membership cards will be issued as fast as the dues are paid, and no orders for bars will be issued after October 1 except to those who have paid up. Members who paid dues last year will not be required to do so this year.

JOHN E. TEMPLETON, *Secretary*.

### Baltimore Has Good Prizes.

BALTIMORE, MD., September 3.—The arrangements for the international meet which is to be held here on September 20 and 21 are on in earnest. The star prize will be a pair of fast trotting horses, a Windsor trap, and suitable harness. The turnout will be the first prize in the one-mile international event. The team is seen daily by a great many, as they are given their spin around the driving track. There will be prizes to the value of \$4,000 offered, and the meet ought to prove one of the best in the circuit.

Dr. J. H. Collenberg's son Gordon, aged eleven years, was knocked down last Wednesday evening by a bicycle ridden by Frank Merrick, of 1,408 North Gay street. The boy was taken to the hospital in an insensible condition. His skull is fractured and very little hope is entertained for his recovery. The following day a police officer, while in the act of crossing Baltimore street at Fulton avenue, was knocked down by a cyclist, and before he had time to recover himself the wheelman was a block off. The officer got off with a bad shaking up and he will keep a sharp lookout for the gentleman, who, if caught, will be made to pay the penalty. There are complaints heard in all sections of the city as to the reckless riding of cyclists, and the city council at its next session will no doubt pass laws limiting the rate of speed and compelling riders to carry bells to warn the public of their approach.

The Chesapeake Club, once the strongest cycle club of Baltimore, has ceased to exist. It remains only in memory. Death did not come in an instant, for its end could be foreseen months ago. In spite of all adverse predictions the club clung to life with surprising tenacity. Long ago its case was pronounced hopeless. The quarrels among its members were robbing the organization of its strength. It was the best club in the city; it showed far more enterprise than any other club; it had the crack racing team, and its men made their mark at every meet; its clubhouse, officers, and everything connected with it were of the finest, but the continual wrangling among its members brought about by placing a buffet in the house, caused all the trouble.

### Windle Breaks Zim's Records.

ANSONIA, CONN., September 2.—Last year Zimmerman rode at the meet of the Crescent Cycle Club, and set the track record at 2:19 3-5. Today Windle took a crack at these figures, and lowered them several notches. It was in the mile handicap, and aided by Tyler he rode a magnificent race and won in 2:16 1-5, Tyler being second. This was not the only time Windle beat the Springfield man. He also won the mile open. Tyler turned the tables in the mile international. The track was in magnificent condition with a strong wind blowing down the home stretch. Three thousand people witnessed the events.

### Summary.

One-mile 3:10 class.—E. W. Heyer, Hartford, first; John J. Adams, Hartford, second. Time, 2:41.  
One-mile international.—H. C. Tyler, Springfield, first; W. W. Windle, Springfield, second. Time, 2:34.  
One-mile handicap, Connecticut riders only.—A. W. Warren, Hartford, first; C. Ford Seely, Hartford, second. Time, 2:23 3-5.  
Half-mile handicap.—A. W. Warren, Hartford, first; S. N. Spencer, Ansonia, second. Time, 1:10 3-5.  
One-mile 2:30 class.—Fred Hawley, Brooklyn, first; E. W. Heye, Hartford, second. Time, 2:35.  
One-mile open.—W. W. Windle, Springfield, first; H. C. Tyler, Springfield, second. Time, 2:28 3-5.  
One-mile handicap.—W. W. Windle, Springfield, scratch, first; H. C. Tyler, Springfield, scratch, second. Time, 2:16 1-5.

### Bode and Kennedy Score Heavily.

BAY CITY, MICH., September 6.—The two days' meet, of the Bay City Wheelmen at this city opened with a twenty-mile road race, which was won by B. E. Kellerman, of Flint, from the 7-minute mark. F. Werner, of Detroit, won time in 1:03:00. The track races on the first day were good, but were too much alike, Bode and Kennedy winning nearly everything. After the races Bode went for the Michigan state record of 2:17 made by J. P. Bliss at Detroit, and lowered it to 2:16 3-4.

At the second day's meet threatening weather kept the crowd away, and a strong wind made the times very slow. Kennedy again rode in fine shape, defeating Bode and Steenson with ease. Summaries follow:

### First Day.

One-mile novice.—Luther Carpenter, Bay City, first; F. C. Hicks, Cairo, second. Time, 2:49 1-2.  
Quarter-mile open.—E. C. Bode, Chicago, first; Will Lonn, LaPorte, Ind., second; Carpenter, Bay City, third. Time, :37.  
One-mile handicap.—A. D. Kennedy, Chicago, scratch, first; H. R. Steenson, New York, second; Vellerman, 120 yards, third. Time, 2:25 1-2.  
Half-mile 1:10 class.—Bode, first; Steenson, second; Holcomb, Bay City, third. Time, 1:20 1-2.  
One-mile open.—Bode, first; Steenson, second; Schultz, third. Time, 2:40.  
Two-mile handicap.—Kennedy, scratch, first; Schultz, 200 yards, second; Vellerman, 240 yards, third. Kennedy's time, one mile, 2:30; two miles, 5:08.  
Half-mile open.—Steenson, first; Kennedy, second; Quinnin, Saginaw, third. Time, 1:15.

### Second Day.

One-mile Bay County championship.—E. C. Mass, Bay City, first; F. P. Holcomb, Bay City, second; L. C. Carpenter, Bay City, third. Time, 2:51.  
One-mile open.—A. D. Kennedy, Chicago, first; H. R. Steenson, second; Will Lonn, LaPorte, Ind., third. Time, 2:42.  
One-mile 3:00 class.—H. L. Morris, Vassar, Mich., first; H. H. Schultz, Detroit, second; J. Strachan, Saginaw, third. Time, 2:47.  
Three-mile lap.—Steenson, New York, first; E. C. Bode, Chicago, second; Will Lonn, LaPorte, third. Time, 10:25.  
Half-mile handicap.—H. L. Morris, Vassar, 50 yards, first; Steenson, 10 yards, second; E. H. Foss, Bay City, 80 yards, third. Time, 1:12.  
Two-mile team race.—Schultz and Werner, Detroit, first; Lonn and Hindz, Indiana, second; Kellerman and Walters, Flint, third. Time, 6:04 1-2.  
Five-mile handicap.—Kennedy, Chicago, scratch, first; Bode, Chicago, scratch, second; Morris, Vassar, 500 yards, third; C. A. Russell, Bay City, 600 yards, fourth. Time, 13:29.

### Wheelmen Attempt Murder.

WAVERLY, ILL., September 4.—On last Friday night two Palmyra cyclists named Childs and Davis were with a gambler named Cole, in that city. Cole was drinking and showed a big roll of money. The cyclists then formed a plan to rob him. They turned his horse loose, and then informed him that they had seen the animal running away, and volunteered to assist him in finding it. They took him down to a creek bottom close to town, and there they hit him with a rail and robbed him, placing, as they supposed, his dead body under a culvert. Cole regained his senses during the night and returned to town. The cyclists had gone on their wheels. Childs was caught here Saturday afternoon while trying to sell his wheel, and Davis was captured Sunday at Carlinville, where they now are in the county cold-storage warehouse awaiting trial.

### Waugh Makes Fast Time.

W. E. Waugh rode an excellent race last Saturday over the West Side course, Chicago, winning time in the Minnette Club's annual ten-mile handicap road race in 29:03. G. L. Turnbull won the race from the 5-minute mark. W. B. Lewis, 4 minutes, second and Soderstrom third.

Miss Josie Roberts, of Chicago, fell under a cable car at the corner of Madison and Jefferson streets last Friday while trying to ride across the tracks. She was severely injured. Miss Roberts lives at 207 Wabash avenue.



He chose a  
Columbia of course



He guessed a  
Columbia and won

## END OF THE BICYCLING WORLD CONTEST.

Prize won by Clark D. Nye, of New Bedford, Mass., a Columbia rider.

Among the new subscribers to the Bicycling World this season who were entitled to enter the guessing contest on the largest number of any one make of machines ridden by those subscribers, Mr. Nye guessed that 650 would ride Columbias. The actual number riding this popular bicycle was 651 out of a total of 3,344. The significance of this statement becomes apparent when it is known that fifty-five different makes of bicycles were represented in the contest.

Columbias are always in the lead on any test, unequaled in popularity because unapproached in quality. They are the standard bicycles of the world.



MODEL 32, COLUMBIA,

Selected by Mr. Nye, winner of Bicycling World prize-guessing contest.

POPE MFG. CO.

Boston.

New York.

Chicago.

Hartford.

## NOTHING BETTER FOR TOURING.

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW BRUNSWICK, N. J., Aug. 4, 1893.

GENTLEMEN:

I inclose you a clipping from a local newspaper relating to the splendid record of my Hartford Safety and the Columbia tires with which it is fitted, in particular.

I have ridden my wheel 2,363 miles and, with the exception of a few minor items, it has cost me nothing for repairs, and the wheel looks today as good as when purchased a year ago.

As I recall some of the trips taken in the mountain section of the State, the durability and stanchness of the Hartford wheel is more forcibly brought to my mind.

Yours sincerely,

GEO. W. VAN VECHTEN.

THE HARTFORD CYCLE CO., HARTFORD, CONN.

—❖— Our New Tire ❖—

# The Wizard

AMONG the tires we offer for general sale is our new tire, to be known as

THE "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Company, Hartford, Conn.



*Not Dead, Done Up,  
nor Sleeping.*

*Regular Ad. failed to arrive for this issue.*

*Something is coming that will interest  
some Manufacturers.*

---

*ALL AGENTS AND RIDERS LOOK  
HERE NEXT WEEK.*

---

*Hill Cycle Mfg. Co.,*

*142-148 W. Washington Street,*

*CHICAGO.*





### MAY THE BEST WHEEL WIN.

The St. Louis Refrigerator & Wooden Gutter Co. have acknowledged the receipt of the acceptance of their challenge by E. C. Stearns & Co. and the tests will come off the latter part of this month. The correspondence between the two firms is interesting and is reproduced here:

MESSRS. E. C. STEARNS & Co., Syracuse, N. Y.

*Gentlemen:* We beg to acknowledge receipt of your favor of the 22d inst., with acceptance of the challenge printed in our catalogue of the Lu-mi-num bicycle, and wish to thank you for the business-like way in which you meet us, and to assure you at the outset that we appreciate this and shall always depend upon your co-operation in making the tests under this challenge thorough and conclusive.

We take it for granted that you believe your steel tubing frame is stronger and better than our aluminum. If you do this, and have confidence in your frame, I am sure you will prefer to go to a public test on an equal footing,—that is start from the scratch,—and that you will agree to contribute \$500 to some charitable institution if the Lu-mi-num proves the stronger frame. We are loath to believe that you have so little confidence in your frame that it requires a wager (which it virtually is) of \$500 to nothing, to get you to put your frame to a test with our Lu-mi-num to prove which is the strongest. Or, as money really proves nothing one way or another, and the test is made for the real purpose of finding out which is the strongest method of cycle construction, you might wish to waive the money item altogether and go ahead with the tests on an equal footing, the loser to pay the cost of all tests made here.

In making these suggestions, we do not wish to be understood as desiring to withdraw any part of our challenge. It has been made in good faith. We can not but believe that you would prefer going before the public in a test of this kind on an equal footing, and that you believe as strongly in your frame as we do in ours.

I regret to say that it will be impossible for us to be ready for these tests before the latter part of September. In the meantime, the judges can be selected and they can be arranging details as to tests, etc. As these tests are to be made between our aluminum frame, made without joints, and your steel tubing frame, we shall require weight for weight as near as possible.

Kindly let us hear from you regarding these things. Yours truly,

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO., August 26.

W. Grayson, Secretary.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., St. Louis, Mo.

*Gentlemen:* Your esteemed favor of the 26th ultimo came duly to hand and has been carefully noted.

In answer to the second paragraph of same, we beg to say that inasmuch as the forfeitures set forth in your printed challenge were proposed by you and we have accepted them, we should consider it desirable to proceed on that basis. It seems to us that our confidence in our wheel is sufficiently indicated by the fact that we have accepted your challenge.

Our idea would now be to put up the amount of forfeiture as called for in your challenge, and we would suggest that certified checks for the proper amount be sent by each of us to any one of the prominent cycling journals you may suggest, to be held by them as trustee to abide the result of the tests, as mentioned in ours of the 26th ultimo. After this preliminary is complied with, we can proceed to the appointment of the judges and the arrangement of the details connected with the tests.

From the fact that your challenge has been issued for some little time, we supposed of course you were ready to have the tests take place at once, and now regret to learn that it will be impossible for you to be ready for them before the latter part of this month. We are ready to proceed at once.

The bicycling public will no doubt be deeply interested in the outcome of these tests; we would therefore propose that all the correspondence be given as much publicity as possible, and to this end we have forwarded copy of your letter of the 26th ultimo, together with a copy of this answer, to all of the bicycling papers, with request that the correspondence be given space in their columns. We trust this action will be perfectly satisfactory to you. We would also propose that the tests be open to the public.

In connection with this matter, there is one thing that occurs to us, although it is possibly outside the matter under discussion.

If with an aluminum construction it is necessary, in order to obtain the same degree of strength, to use a frame weighing as much as one made from steel, the advantage of aluminum over steel in this connection is hardly clear to us. However, we beg to assure you that we approach the matter absolutely free from prejudice, and if the results shall prove the aluminum construction superior to steel, we shall be very glad to welcome its advent as an advance in the business we are all striving to improve. To the end that all details may be settled without unnecessary delay, we should be pleased to hear from you further on the subject at your earliest convenience.

Very truly yours,

E. C. STEARNS & Co., H. E. Maslin.

SYRACUSE, N. Y., September 4.

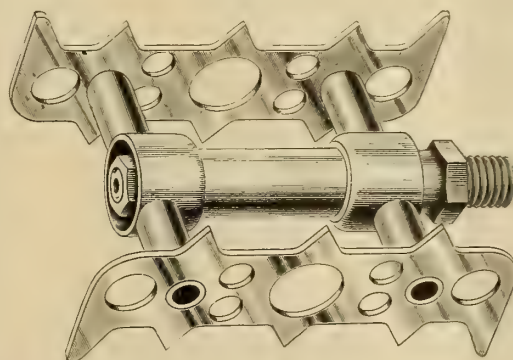
The Winton and the Peerless scored heavily at the Cleveland races. A. I. Brown rode the former and E. C. Johnson the latter.

### Mr. McMullen's New Venture.

Roger B. McMullen, for years with Parkhurst & Wilkinson, has left that firm and has formed a company of his own, to handle cycle materials. The new company is located at 64 to 70 Ohio street, Chicago, and promises to do a large business. Associated with it is Ned Oliver, who will care for the eastern trade. Mr. McMullen will care for the great west. The new firm has been appointed general sales agent for the Union Drop Forge Co., of Chicago; the Indianapolis Chain & Stamping Co., of Indianapolis, Ind.; C. J. Smith & Sons' Co., of Milwaukee, Wis.; the Garford Mfg. Co., Elyria, Ohio; the Hunt Mfg. Co., of Westboro, Mass.; the Snell Cycle Fittings Co., of Toledo, Ohio, and the Manessman Steel Tube Co., of Landore, England. The Manessman Steel Tube Co.'s goods will be marketed jointly with D. L. McIlwaine, of New York. The R. B. McMullen Co. handles a large line of drop forgings, driving chains, all varieties of rims, guards, forksides, saddles, hubs, and pedals; ball heads and special frame work, the Manessman steel tubing, and also the American brazed tubing, and lamps.

### The Union's New Racing Pedal.

The Union Cycle Mfg. Co. have produced a pedal embodying the most radical departure from the familiar pattern which has been brought before the public. The hub, side-plate supports, and the bell races are one piece,



thereby giving the greatest possible rigidity to the pedal and making the relative positions of the ball races in positive alignment and absolutely dust-proof, by reason of all the bearing parts being completely under cover. The studs are screwed directly into the cranks with right and left hand threads, thereby doing away with the clamp-

ing nut and obviating the annoyance so often caused by loosing it when riding. Owing to the action of the pedal when in use, there is a constant tendency to tighten the stud in its socket and it can not possibly become loosened. Another advantage gained by this style of pedal is that it will work closer to the crank, thereby narrowing the tread, a point in construction which the racing men have always hammered at. The summary of points claimed is: strength and rigidity, easy running because the bearings are accurate, neat appearance, and lastly, lightness, the weight of road pedals being only twelve ounces per pair and racing pedals considerably lighter. Several of the crack riders are using them and the Union people anticipate a large demand from the racing fraternity as soon as their merits become known.

### The Triangle Racer.

One of the wheels noticed at the electric-light tournament at Cleveland was the latest production of the Triangle, ridden by E. C. Johnson, of Cleveland. It has a ten-inch ball head, specially deep frame, large tubing, and is fitted with wooden rims and Palmer racing tires. It is of very narrow build, being barely five and one half inch tread and only four and one half inches between the rear fork ends. It weighs only twenty and one half pounds complete, and in appearance is an ideal racer. The Peerless Co. may well feel proud of their special effort to obtain a place among the leading manufacturers of the country. It may not be generally known that they have in their employment as superintendent Harry Chapman, late of the Leicester Cycle Co., of England. Chapman has only been in this country for six months, but previous to coming had designed and built wheels for A. W. Harris, the amateur champion of England; also for T. A. Edge and R. H. Carlisle, the celebrated long-distance road riders. This wheel, known as the Peregrine, was brought into prominence by Chapman's untiring efforts and is now well up among the record-breaking wheels in the old country.

### American Tires in England.

The following, clipped from an English bicycle paper, shows a healthy increase in the popularity of American pneumatic tires: "Owing to a large increase in business, Messrs. Gormully & Jeffery have been compelled to remove from their offices in Hertford street to more spacious and convenient premises situated in Union street, Coventry. Here they have an abundance of storage room, extending some distance to the back of the premises, while the front part of the house is used as offices. An immense quantity of their tires can now be kept in stock, so that they will in future be able to supply without the slightest delay. W. Pearson, of 96 Vauxhall road, Birmingham, has been appointed their midland agent and northern traveler."

### Transportation Day at the Fair.

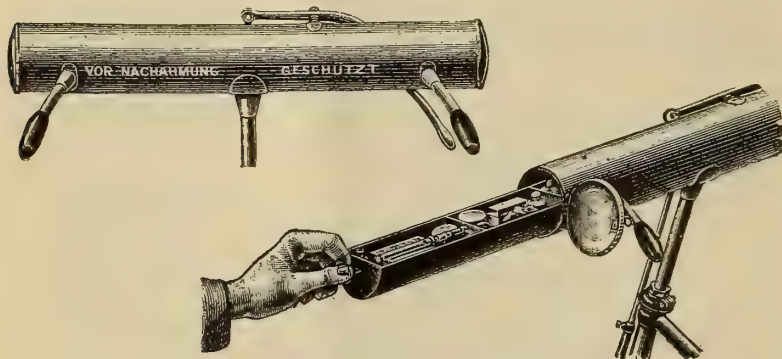
Tomorrow will be Transportation Day at the Fair and great preparations are being made to have it eclipse all others. The bicycle men have not been idle and their parade will be a sight worth seeing. H. G. Campbell, of the Yost Mfg. Co., has been hard at work on the programme and announces that fifty men will participate on wheels. Columbus, Columbia, two pages,



and a color bearer will be represented on Columbias; Uncle Sam, the Goddess of Liberty, George Washington, Martha Washington, and a page will ride Sterlings; Imperials will carry Ferdinand and Isabella, of Spain, a gentleman and lady in waiting, and a color bearer; a band of six Indians will mount Ramblers; a Dahomeyan will ride a Hartford; the South Sea Islanders have chosen Centrals, and the Turks Falcons; a Spanish cavalier will be represented by an employe of the Kalamazoo Cycle Co.; a group of 14th century knights in full armor will show up well on Victors; Monarchs will have aboard an American farmer and his family, while a cowboy on a Sylph, an English dude on a Coventry Cross, a cowboy on a Sunol, Sir Walter Raleigh on a Raleigh, a Chinaman on a Lu-Mi-Num, Kaiser Wilhelm on a Premier, and Grover Cleveland on a Cleveland will also be in line.

#### A Metallic Tool-bag.

A new kind of tool-bag, made of sheet-iron, is manufactured by a German firm. It is tubular in form and has a drawer for holding keys, flask, spokes, pumps, tools for repairing pneumatic tires, maps, and plans; in fact



all that is necessary for a tourist. As shown by the illustration, this pocket is fitted to the handle-bars and does not interfere with the brake. It is an ingenious idea and does not increase the weight more than three and one half ounces.

#### Bicycles in '94.

Speaking of next year's machines, the *Wheeler*, of England, makes several good suggestions. It says:

In former seasons fashion held full sway, but we are bound to admit that she is losing her hold over the votaries of the wheel. It may be fashion that causes cycles to be all wrought after the same pattern, just as men's nether garments are all made after the same style, or it may be merely an example of that natural law whereby the fittest pattern of cycle survives. We incline to the opinion that for next season the tubing used will be of somewhat larger diameter, especially as regards the bottom rear stays; that gear cases will enjoy an even greater popularity than has been the case in the past, and that the tendency will be to return to the lighter and easier-running block chain, instead of the heavy and rattling roller. We do think that a little more attention might be paid to chains. Too frequently, even in the best makes, the pitch is not dead true, and, as a consequence, the chain is not as perfect as it should be. We think it would pay many firms to devote some care to just turning out chains as correctly as possible, even if the cost were double that of the present article. In such a matter as this, the public will insist on having the best, no matter what the cost may be; and we think it would also pay the makers, in consequence of the increased satisfaction likely to arise.

Gear cases will have to be made easily detachable, and comparatively dust-proof. We regard the latter point as of infinitely more value than that of containing oil. The chain can always be well lubricated, if the case be comparatively dust-tight; and if it be easily detachable, very little trouble will allow of the chain being removed and thoroughly cleansed. For next season great improvements in tires may be expected, and from experiments made by the pioneers in the pneumatic movement, it would seem that as yet the wheel world has by no means got to the bottom of the tire question. Nearly all the tire companies have something new in hand for next year, whereof our readers will learn more anon. Cushions are dead for all practical purposes, as from the beginning we prophesied they would be ere long. Up to the present the puncture difficulty has not been grappled with in any thoroughly satisfactory way. It would seem as though speed and immunity from puncture are two entirely opposing characteristics, and the tire that has one can not also possess the other. But more than one tire which can come unharmed out of conflict with nails and similar engines of destruction has been proved satisfactory for road use.

Previous experience has shown that early shows are preferable to late, on all accounts. It is, of course, something of an anomaly to have the '94 shows held during '93, but there seems no help for it, and merely sentimental reasons must not be allowed to weigh in the balance against practical utility. As a business, the cycle trade is essentially a bird of the summer, and it will be much better for the makers, as well as for the men they employ, if the trade can be made a permanent rather than a seasonable one; and early shows work toward this good end by practically making the end of one season the beginning of the next. There is an enormous class that will not order until after the show is over, and the demands of this class, coupled with the orders from agents, tax the makers' resources to the very utmost, because (if the shows be late) everybody wants his machine at once. Early shows do away with this immediate demand and tend to spread it over a more extended period. To revert for a moment to an earlier topic, we consider that next season will see the tire question consolidated somewhat, especially as regards the manufacture. The public has been well bitten this year over tire speculations, and though next season will see practically every machine pneumatic-shod, the manufacture will be in the hands of a few companies, and those the best. As a matter of fact, the pneumatic tire is destined to cover the whole earth, but as yet we do not think it will be subjected to any impost in the way of ground rent.

#### RESISTANCE OF THE AIR.

Proportionally as the amount of muscle expended on a running cycle is diminished, or the friction of the ground overcome, the resistance of the air becomes a most important factor of the total work, so that today it is the principal resistance that limits the speed upon a track or a good road. One of the functions of the pacemaker is to put the air in motion in front of the racer; but he is not large enough to make the action very effective. The wonderful feat of Johnson last season, racing behind a screen attached to a sulky drawn by a race horse, making a mile in 1:56 3-5, is widely known. His average speed was about forty-five feet per second, or about thirty-one miles an hour, supposing he could keep up the same speed. No horse however could keep this gait for a mile, for the lowest time registered by a horse is 2:05 1-4, says a French exchange.

Some calculations will show the benefit obtained by having an air vacuum in front of a cyclist. For the movements in question here, the resistance of the air is perceptibly proportioned to the square of the speed. Take, for instance, a cyclist starting out upon a straight road, and having the wind with him. The air resistance will be merely nominal during the first half of the race; but when he returns he will have to overcome four times the resistance of still air; for the whole race the work expended will be twice greater than it would have been in calm air. According to another law, favorable to aeroplanes but unfavorable to cyclists, the resistance of the air is much stronger when it is perpendicularly displaced in the direction of the wind than when running in still air. This principle, paradoxical as it may seem, shows that nothing is gained, from the standpoint of the total amount of work done, by tacking about in a head wind, as can be shown by an elementary calculation based upon the constant coefficient of the air resistance.

When a flat surface attacks air, the resistance is given in the formula of M. Langley and MM. Cailletet and Colardeau:  $F = 0.7 V^2 S$ , "S" being the surface in square meters, "V" the effort in kilogramme meters. The result is that a surface of one square meter is displaced with a speed of 13m. 80 (45 feet) per second, showing a resistance of 13 kg. 33, and to maintain this speed it will be necessary to expend 184 kilogramme meters (1,330 square foot pounds) per second; say two and a half horse-power, in round numbers. This, however, is not the power that a cyclist will have to expend to attain the speed of Johnson. The surface used in the calculation should be reduced one-half at least; and then, the cyclist can not be compared to flat surface.

Place before a candle a small screen and blow strongly. If one is careful to arrange the screen properly, the flame of the candle will approach the screen. Put a bottle in place of the screen, the flame will be extinguished. These two experiments are both curious. They show that there is a depression back of the screen and pressure back of the cylinder; in other words, the particles of air escape tangentially to the flat surface, producing suction. The phenomenon is unlike in the two cases.

What coefficient of resistance should be adopted? It is thought no experiment has shown what it is. Keeping within probable limits (one-fifth of the coefficient of the flat surface, for example), it does not seem possible that a cyclist going at high speed—that is, under very poor conditions of efficiency—will ever reach the speed of Johnson in still air. The suction of air by a flat surface becomes a necessary element of success in a similar experiment. But if the theoretical calculation does not apply to the man, it belongs entirely to the horse hauling the sulky and screen; and as the latter can not be reduced to less than one square meter, it is the horse that must produce the two and a half horse-power necessary for displacing the air; add to this the work that the horse expends upon his own account, at his maximum gait. Can he, under these conditions, produce two and a half horse-power, which alone is five times the average power of a non-mechanical horse? We dare not respond negatively to this question, and can not decide, from the information at hand; but until there has been an authorized test, the correctness of figures published by some journals may be somewhat doubted. If we look upon the question from a standpoint of cycling in general, we will admit that this test of Johnson's is curious, but hesitate to register it as speed really obtained by the cycle. Where will it end? Look at a train as it passes, to be convinced that it draws all light bodies. When a cannon-ball is shot from a cannon, there is a suction of air dangerous for the gunners in the embrasure; the placing of Johnson does not essentially differ from what takes place in the two cases, and this pneumatic suction can be compared to real traction; so we come by successive gradations to consider artificial placing as a mechanical band between the pacemakers and the cyclist. We are not yet there, but not far from it and then high cycling speed will not signify anything.

A destructive hurricane struck Savannah, Ga., on the night of August 26 and caused a damage of over \$1,000,000. The grand stand and part of the fence of Wheelman Park were considerably damaged. A number of racing wheels were in the rooms under the grand stand, but through the forethought of the colored keeper they were removed to better shelter, so none of them were damaged. The loss is in the neighborhood of \$500.

The small boys of Lynn, Mass., are amusing themselves by lassoing wheelmen. Samuel Stevens was caught by a rope last week and nearly strangled.

The Englewood C. C., Chicago, will give a series of athletic entertainments this fall. The first event will be held September 23.



#### Recent Patents.

- 503,170. Supplementary seat for bicycles. Morris S. Shipley, Cincinnati, Ohio. Filed October 13, 1892.
- 503,185. Stand for cycles. Edwin Wood, Warminster, England. Filed March 17, 1893. Patented in England May 7, 1892, and France November 9, 1892.
- 503,206. Bicycle pedal. Arthur L. Garford, Elyria, Ohio. Filed October 18, 1892.
- 503,236. Cycle saddle. Thomas Guthrie and Wm. T. Hall, South Shields, England. Filed March 16, 1893. Patented in England.
- 503,300. Valve for pneumatic tires. Charles R. Welch, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Ltd. Dublin, Ireland. Filed May 2, 1893.
- 503,315. Gun-carrier for bicycles. Peter Gendron, Toledo, Ohio. Filed February 11, 1893.
- 503,435. Tire-setting apparatus. Patrick O'Brien, South Bend, Ind. Filed December 30, 1892.
- 503,485. Cyclometer. Gaustav E. Kuhn, Schmolin, Germany. Filed February 23, 1893.
- 503,513. Bicycle. Henry S. Williams, Madeira, Cal. Filed March 6, 1893.
- 503,554. Vehicle-wheel. Jesse G. Roseboom, Cincinnati, Ohio. Filed February 10, 1890.
- 503,560. Pneumatic tire. George F. Callaghan, Baltimore, Md., assignor of one-half to Edwin D. Durborow. Filed March 25, 1893.
- 503,565. Pneumatic wheel tire. Otto F. Persson, Saugus, assignor of one-half to Hjalmar C. Scholin, Boston, Mass. Filed April 12, 1893.
- Designs. 22,713. Saddle seat. Walter S. Jourdan and Jonathan A. Hunt, Westborough, Mass., assignors to the Hunt Mfg. Co, same place. Filed June 22, 1893. Term of patent, fourteen years.
- 22,714. Saddle-post for bicycles. Wm. Hillman, Coventry, England. Filed July 14, 1893. Term of patent, one and a half years. Patented in England, France, and Germany.

#### The '94 Dunlop Tire.

The '94 Dunlop tire is "D" shaped on a very flat rim. It is a wired tire, detachable as is the 1893 pattern, but differently. The wired edges of the outer cover instead of fitting to a groove inside the rim, overlap the outside of the rim, and the whole is held in place by inflation. The width of the tire is increased with the view of reducing any tendency to side rolling. As the tire is D or semicircular instead of full circular in section, it is much lighter, and has no depth of air space buried in the rim.

# ..HUMBER..

#### TEMPORARY REDUCTION.

	GREYHOUND.	DUNLOP.
Beeston Humber No. 1 Band Brake	\$140	\$150
Beeston Humber No. 3 Track	180	190
Beeston Humber No. 3 Road	170	180
Beeston Humber No. 5 Track	140	150
Beeston Humber No. 5 Road	135	145
Beeston Humber No. 7 Ladies'	--	185
Wolverhampton Humber No. 14	115	125
Wolverhampton Humber No. 9 Ladies'	--	135

We make these prices temporarily in order to reduce stock and will go back to regular prices on any or all styles as soon as surplus stock is disposed of.

## SCHOVERLING, DALY & GALES,

302 BROADWAY, NEW YORK.

MENTION THE BEARINGS

## Zimmerman on Training

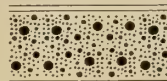
*The most comprehensive book on training and cycling generally ever published.*

The man who wants to train, the man who wants to tour, the man who wants points on care of machine, the man who wants general and valuable information, send to

A. A. ZIMMERMAN, = = Freehold, N. J.

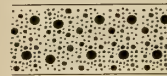
Price, 50 cents. Bound handsomely in red cloth.

Every wheelman—not only racing men, but wheelmen generally—should have a copy. Send soon, as the edition is limited.



### Ladies' Sweater

This garment is narrowed at the waist to fit the figure. The lacing extends down the front about five inches, making room to pull on over the head without disarranging hair.



## THE HOLMES CO

MANUFACTURERS OF

### Jersey Fitting Bicycle and Athletic Garments

Bathing Suits, Supporters, Bicycle Stockings.

109 KINGSTON STREET. . . . BOSTON.

Send stamp for Catalog H.

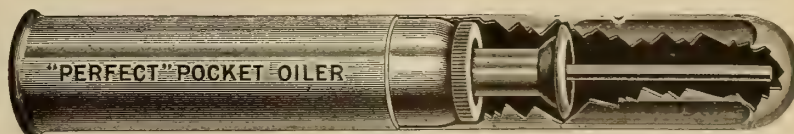
Mention The Bearings.

*A chain is only as strong as its weakest link.  
A bicycle is only as good as its poorest part.*

One of the most important parts of a bicycle is the oiler. The best oiler in the world is the

### "PERFECT" POCKET OILER.

This oiler is tight and clean; regulates supply of oil to a nicety. Do not take an imitation but see that the word "PERFECT" is stamped on your oiler.



(FULL SIZE.)

Price 25 cents each. Handsomely nickel-plated.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.

#### A Very Good Suggestion.

The use of colors in cycling events, says the *American Wheelman*, is a reform that should come at once, and it would be an excellent move for the Springfield B. C. to give the idea a good trial at its great meet next month. When the riders are on the farther side of a half-mile track the spectators can not distinguish them, while it would be an easy matter with the use of colors. Cater to the public, and endeavor to promote ideas that will assist the spectators in getting interested in the racing. That plan should receive more attention than it does at present, and when it does there will be an increase in the receipts at the gate.



## FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed.  
We have entry blanks for all races marked with a star, and will forward to racing men such as may be requested, on receipt of postage.

### SEPTEMBER.

- 9-Boston Associated Cycling Clubs' meet.
- 9-Garden City Cyclers' meet, San Jose.
- 9-Second annual meet of Riverside Wheelmen, Riverside, Cal.
- 12-14-Grand Forks, N. Dak., race meet.
- 13-14-Annual meet of S. Bi. C. Springfield, Mass.
- 14-15-Worcester East Fair, Clinton, Mass.
- 14-16-Amateur Athletic Union championships at Chicago.
- 15-Hudson (N. Y.) B. C. race meet.
- 16-Denver Cyclists' Union race meet.
- 16-International meet, Metropolitan A. C. C., New York.
- 19-20-21-22-Chenango County Agricultural Society's meet, Norwich, N. Y.
- 20-Glens Falls, N. Y., race meet.
- 20-21-Baltimore (Md.) B. C. meet.
- 20-21-Tournament at Peru, Ind.
- 22-Columbia B. C. race meet, N. Attleboro, Mass.

### September---Continued.

- 23-Mercury Wheel Club race meet, Flushing, L. I.
  - 23-Philadelphia A. C. C. international race meet.
  - 23-Philadelphia Associated C. C.'s meet.
  - 23-Mercury Wheel Club's first annual tournament, Flushing, N. Y.
  - 25-Special meeting National Assembly, Buffalo.
  - 26-27-28-Interstate Fair Association meet, Trenton, N. J.
  - 27-Kendalville (Ind.) Cycling Club's race meet.
  - 27-Penn Wheelmen international meet. Address F. B. Shalters, secretary. Reading, Pa.
  - 30-K. C. W. race meet, Brooklyn.
- OCTOBER.**
- 5-6-L. A. W. race meet at Chicago.
  - 17-18-Savannah (Ga.) Wheelmen fall tournament.

## SEPTEMBER 20 AND 21.

## Maryland Bi. Club's International Race Meet

**\$3,500 IN PRIZES.**

Entries close Sept. 13.

P. W. PITT, 302 N. Eutaw St., Baltimore.

## ...PERSONAL...

If you want to buy

## High-Grade Bicycles

Cheaper than you ever have before, drop a line today to us for our

### SPOT CASH PRICES.

Everybody can ride now. Dealers can have their eyes opened

## CHAS. H. SEIG MFG. CO.,

275 Wabash Ave., CHICAGO.

MENTION THE BEARINGS

## AMERICAN RECORDS TO DATE.

### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:26 3-5*	W. W. Windle	Hartford, Sept. 4, 1893
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/4-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/4-mile standing start	1:01 2-5*	H. C. Tyler	Hartford, Sept. 4, 1892
1/4-mile flying start	1:41 1-5*	George F. Taylor	Springfield, Sept. 15, 1892
1/4-mile standing start	2:15 2-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile flying start	2:11 2-5*	H. C. Tyler	Chicago, Aug. 8, 1893
1-mile standing start	2:09 4-5*	W. C. Sanger	Milwaukee, July 29, 1893
2-mile flying start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:47 2-5*	John S. Johnson	Pittsburg, June 24, 1893
3-mile flying start	7:38 3-5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31*	Frank Waller	Indianapolis, July 5, 1893
4-mile flying start	7:15 3-4†	John S. Johnson	Minneapolis, Aug. 18, 1893
4-mile standing start	10:13 1-5*	L. D. Munger	Evansville, Oct. 6, 1892
5-mile flying start	10:12 1-5*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3-5*	A. E. Lumsden	Evansville, Oct. 6, 1892
6-mile flying start	15:15 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
6-mile standing start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile flying start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
8-mile flying start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile flying start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile standing start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile flying start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
15-mile flying start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
15-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile flying start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start			
25-mile flying start			
25-mile standing start			
30-mile flying start			
30-mile standing start			
35-mile flying start			
35-mile standing start			
40-mile flying start			
40-mile standing start			
45-mile flying start			
45-mile standing start			
50-mile flying start			
50-mile standing start			

### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:27†	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/4-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/4-mile standing start	:57 4-5*	W. W. Windle	Springfield, Oct. 8, 1892
1/4-mile flying start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 8, 1892
1/4-mile standing start	1:30 4-5*	W. W. Windle	Springfield, Oct. 7, 1892
1/4-mile flying start	1:34†	W. W. Windle	Springfield, Oct. 8, 1892
1/4-mile standing start	2:02 3-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile flying start	2:05 2-5*	W. W. Windle	Springfield, Oct. 8, 1892
1-mile standing start	4:28 3-5*	W. W. Windle	Springfield, Sept. 30, 1892
2-mile flying start	7:04 3-5*	W. W. Windle	Springfield, Sept. 29, 1892
2-mile standing start	9:26 3-5	W. W. Windle	Springfield, Sept. 29, 1892
3-mile flying start	11:41	W. W. Windle	Springfield, Sept. 29, 1892
3-mile standing start	15:11 1-5	Hoyland Smith	Hartford, July 5, 1892
4-mile flying start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
4-mile standing start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
5-mile flying start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
5-mile standing start	25:32*	J. W. Linneman	Chicago, Aug. 12, 1893
6-mile flying start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
6-mile standing start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
7-mile flying start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
7-mile standing start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
8-mile flying start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
8-mile standing start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile flying start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile standing start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
15 miles	43:15	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:32:20	F. A. Foell	Buffalo, Aug. 26, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.

Roland Merchant, of Cortland, O., was riding a bicycle in his bare feet and caught one of his feet in the chain, badly bruising it. Wonder if he used rat-trap pedals.

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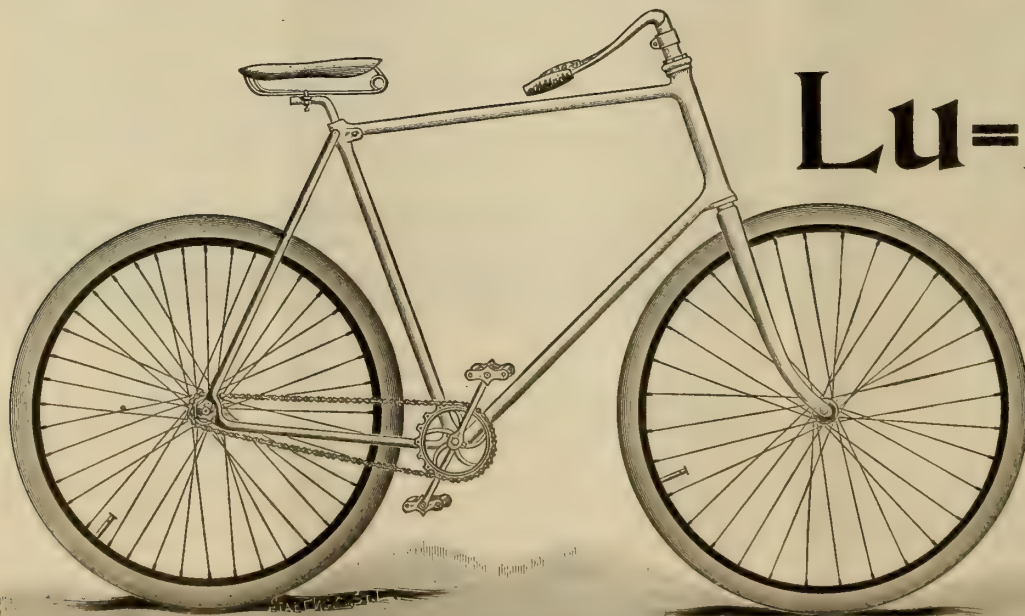
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MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 7

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, SEPT. 15, 1893.

## RECORDS AT SPRINGFIELD.

**Sanger Establishes New Figures for the One and Two Miles in Competition—Details of the First Day's Racing.**

SPRINGFIELD, MASS., Sept. 11.—Two records fell in competition the first day at Springfield, the one and two mile—the former to 2:08 1-5, the latter to 4:46 1-5. The one-mile fell twice in the space of fifteen minutes, once to 2:10 1-5, made by Harry Tyler, who thus cut his own record, made at Chicago, an even second. It was a record day and more handicap races would have brought more new records. But Springfield managers believe in class events and thus it was that ten class events were placed on the programme of nineteen events. In the class race heats, the referee refused to impose a time limit and as a consequence the men loafed in almost every heat till time for the sprint. It seemed scarcely fair to the distance men to cut down the two-mile heats to half-miles. But it was better so, than to waste valuable time loafing around the track under "no limit." Many of the heats were pretty contests nevertheless, but none savored of the real race for blood except the handicap events, where

### Real Racing Was Seen.

The men rode to qualify in the class races, and the real racing was between men who ran the risk of a shut out. There were many surprises during the day, not the least of which was the small crowd present. To be sure it was only the running of the heats, but Chicago had as big a crowd as Springfield, and Chicago is not considered a racing center. Then there was a surprise in the handicapping, and a clear indication of something underlying the calm surface. Willie Windle and Harry Tyler were on scratch with Zimmerman and Sanger, while George F. Taylor, who has repeatedly beaten both Tyler and Windle, was given twenty yards, and not allowed to come back to scratch. Tyler and Windle were there for records, and Taylor would have been in the way. However,

### Home Industries Must be Encouraged.

Heats were called at 10:30 Tuesday morning. There was no intermission between heats and at just 1 o'clock twenty-four had been run. Almost the only features of the morning were Tyler's win of the second heat of the mile handicap in 2:10 1-5, establishing a record which was broken ten minutes later by Sanger. Tyler was cheered to the echo for his work. Sanger received an ovation when he mounted for the third heat. With a field of over a dozen men to catch, he was away like the wind. One by one he passed the field. The men, realizing that they had a cyclone to beat, did not wait for each other but each went from his mark for all that was in him. Sanger's first half was done in 1:04, and yet he had not seemingly begun to work. Riding like clockwork and wide of the pole, he was yet seventh man at the three-quarters.

"Six to pass; now five; now four. He's only two now to beat; now one. He's leading," shouted the crowd, as around that seemingly sharp corner the great one shot. Then only did he deign to take notice of his fellow competitors. Little Titus was clinging to his wheel like glue and Sanger, looking under his arm, worked steadily away to the tape. He had ridden

### A Mile in 2:08 1-5,

three seconds under the figure at which the record stood previous to this day, providing his own Milwaukee record was not accepted. His last half-mile was 1:04 1-5 and he took things easy on the last quarter. Three seconds more might have been knocked off.

Zimmerman had competed in the first heat of the same race and had secured only fourth, Dirnberger running away from him on the stretch and Williamson passed him when Zimmerman sat up. Rhodes won the fourth from forty-five yards, in 2:11 4-5, defeating Taylor, twenty yards, and a good field. E. C. Bald captured the fifth heat in 2:13 4-5 from the thirty-yard mark. These five heats were the features of an otherwise featureless morning.

### The Afternoon.

Promptly at 2:30, the afternoon heats, the preliminaries for Thursday's events, began. There were an unusual number of class races, and some of the men were forced to ride heat after heat, and many broke down. Big strong Rhodes was in his glory, and seven times he qualified. As in the morning there was loaf after loaf with a red-hot finishing sprint. Two-mile

heats were invariably made half-mile, to save the men. In the half-mile 2:15 class but ten men were ready to start, and all qualified without riding. The two-mile handicap Zimmerman did not bother with, and a list of long-mark men started in the first heat, won in 4:33 2-5 by H. Robson from 180 yards. The second heat was the feature of the afternoon. Sanger started from scratch, Bliss had thirty yards, Githens sixty-five, and a dozen more men were ahead. Sanger quickly passed Bliss who tacked on. For a mile

### The Two Made Great Going,

finally picking up Githens, who was riding splendidly. On the bell lap, Sanger for the first time straightened up. Glancing ahead he saw the field well bunched and turning to Bliss, who looked a pigmy beside him, he said, "You pace a lap and I'll lead you in the last lap." The crowd, hearing this, laughed. Bliss took the lead and at the quarter Sanger jumped but not away from Bliss, who again hooked on. Down the stretch these two came. The modern Sampson and the pocket-edition Hercules fairly distanced the field. Sanger had broken the record again, his time, 4:46 1-5, being a second and one-fifth inside Johnson's Pittsburg record. It was a great feat, as much time was lost in the last mile.

### The Summaries.

Half-mile 1:15 class, first four in each heat to qualify; first heat.—Watson Coleman, Press C. C., first; F. M. Haggarty, Waltham C. C., second; E. L. Blauvelt, Elizabeth, third; P. J. McDuffie, Malden B. C., fourth. Time, 1:24 1-5.

Second heat.—L. W. Campbell, Chicago, first; H. R. Steenson, New York, second; A. W. Olmsted, Springfield, third; F. A. Foell, Buffalo, P. J. McDuffie, Malden, tie for fourth. Time, 1:20 3-5.

Third heat, three to qualify.—O. S. Brandt, Riverside Wheelmen, first; G. M. Wells, Asbury Park, second; E. G. Merrill, Malden B. C., third. Time, 1:22 2-5.

Half-mile open, first three in each heat to qualify; first heat.—H. C. Tyler, first; Zimmerman, second; H. A. Githens, third. Time, 1:20.

Second heat.—W. C. Sanger, first; W. W. Windle, second; G. C. Smith, third. Time, 1:25 3-5.

Third heat.—G. F. Taylor, first; J. P. Bliss, second; E. C. Bald, third; J. S. Johnson, fourth. Time, 1:15 3-5.

Two-mile 5:20 class, first three in each heat to qualify; first heat, seven starters.—G. W. Coffin, Orange C. C., first; W. Le Messurier, Rochester A. C., second; A. W. Warren, third. Time, 7:32.

Second heat, half-mile only.—E. A. Nelson, Springfield, first; Hugh Robson, Salem, second; R. S. Williamson, Springfield, third. Time, 1:10.

Third heat.—M. F. Dirnberger, first; F. J. Titus, Riverside, second; Paul Grosch, Passaic, third. Time, 4:55 1-5.

Fourth heat, half-mile only (5:20 class).—E. C. Bald, Buffalo, first; W. A. Rhodes, second; G. M. Wells, third. Time, 1:13 3-5.

One-mile 2:30 class, four men in each heat to qualify; first heat.—F. J. Titus, Riverside W., first; E. A. Nelson, S. Bi. C., second; L. LeMessurier, third; W. Coleman, Press C. C., fourth. Time, 2:58 4-5.

Second heat.—W. A. Rhodes, Chicago, first; E. F. Miller, Vineland, second; G. M. Wells, Asbury, third; E. G. Merrill, Malden, fourth. Time, 3:03.

Third heat.—H. R. Steenson, New York, first; R. S. Williamson, Springfield, second; H. A. Githens, third; J. P. Clark, Boston, fourth. Time, 3:15 3-5.

One-mile 2:40 class, first four in each heat to qualify; first heat.—E. J. Pote, Lynn, first; E. W. Heyer, Hartford, second; O. S. Brandt, Riverside W., third; A. H. Davy, Greenfield, fourth; A. W. Olmsted, fifth. Time, 3:19.

Second heat.—Hugh Robson, Salem, first; F. J. Titus, Riverside W., second; E. G. Merrill, Malden, third; F. R. Fuller, Hartford, fourth; C. H. Coffin, Roseville, fifth. Time, 2:40.

Half-mile 4:20 class, first three in each heat to qualify; first heat.—E. H. Snow, Boston, first; W. J. Edgar, Chicopee, second; A. W. Stacey, Belchertown, third. Time, 1:08 3-5.

Second heat.—G. W. Coffin, Orange, first; G. H. Converse, Monson, second; P. J. McDuffie, Malden, third. Time, 1:14 3-5.

Third heat.—E. L. Blauvelt, Elizabeth, first; Harry W. Hall, Concord, second; E. G. Merrill, Malden, third. Time, 1:12 3-5.

Fourth heat.—J. E. Whitton, Springfield, first; H. J. Polk, Lynn, second; F. M. Haggarty, Waltham, third. Time, 1:18 4-5.

One-mile handicap, first four in each heat to qualify; first heat.—M. F. Dirnberger, 35 yards, first; R. S. Williamson, 75 yards, second; A. A. Zimmerman, scratch, third; O. S. Brandt, 125 yards, fourth. Time, 2:16 2-5.

Second heat.—H. C. Tyler, scratch, first; G. A. Banker, 50 yards, second; H. A. Githens, 45 yards, third; J. P. Bliss, 25 yards, fourth. Time, 2:10 2-5.

Third heat.—W. C. Sanger, scratch, first; F. J. Titus, 65 yards, second; Hugh Robson, 100 yards, third; A. Bausch, 150 yards, fourth. Time, 2:08 1-5.

Fourth heat.—W. A. Rhodes, 45 yards, first; G. F. Taylor, 20 yards, second; C. T. Nelson, 90 yards, third; E. F. Miller, 105 yards, fourth. Time, 2:11 4-5.



Fifth heat.—E. C. Bald, 30 yards, first; A. W. Olmsted, 115 yards, second; W. Le Messurier, 80 yards, third; C. R. Newton, 75 yards, fourth. Time, 2:13 4-5.

#### Heats for Thursday's Races.

Run Tuesday afternoon.

One-mile 2:35 class, first four in each heat to start in final; first heat.—F. L. Knapp, Monadnock, first; A. T. Caldwell, Rochester, second; F. W. Broadhead, S. Bi. C., third; W. Coleman, Boston, fourth. Time, 2:47 1-5.

Second heat.—H. R. Steenson, first; Hugh Robson, Salem, second; E. W. Heyer, Hartford, third; A. W. Olmsted, Springfield, fourth. Time, 3:03.

Third heat.—W. A. Rhodes, first; F. J. Titus, second; H. J. Pote, third; P. J. McDuffee, Boston, fourth. Time, 2:54.

Half-mile 1:10 class, first three in each heat to qualify; first heat.—A. W. Warren, first; L. S. Meintjes, second; E. W. Heyer, Hartford, third. Time, 1:51 3-5.

Second heat.—M. F. Dirnberger, first; R. S. Williamson, S. Bi. C., second; G. M. Wells, Asbury Park, third. Time, 1:20 4-5.

Third heat.—W. A. Rhodes, first; E. C. Bald, second; H. A. Githens, third. Time, 1:24 3-5. Final heat to follow Thursday.

Half-mile open, three first in each heat to qualify; first heat.—Tyler, first; Zimmerman, second; Banker, third. Time, 1:21 1-5.

Second heat.—W. C. Sanger, Windle, and Githens qualified.

Third heat.—M. F. Dirnberger, first; G. F. Taylor, second; J. P. Bliss, third. Time, 1:30 2-5.

Two-mile 5:10 class, first three in each heat to qualify; first heat, half-mile only.—M. F. Dirnberger, first; C. T. Nelson, second; C. H. Coffin, third. Time, 1:28.

Second heat, half-mile.—G. A. Banker, first; L. W. Campbell, second; E. L. Blauvelt, third. Time, 1:15.

Third heat, half-mile.—E. C. Bald, first; R. S. Williamson, second; P. Grosch, third. Time, 1:24.

Fourth heat.—W. A. Rhodes, first; A. W. Warren, second; E. A. Nelson, third. Time, 1:09 3-5.

One-mile international, first four in each heat to qualify.—Zimmerman, first; Tyler, second; G. A. Banker, third; L. S. Meintjes, fourth. Time, 2:52.

Second heat, six to qualify.—W. W. Windle, first; J. P. Bliss, second; W. C. Sanger, third; M. F. Dirnberger, fourth; H. A. Githens, fifth; G. F. Taylor, sixth. Time, 3:06 1-5. Final on Thursday.

One-mile 2:25 class, first five in each heat to qualify; first heat.—W. A. Rhodes, first; E. C. Bald, second; E. A. Nelson, third; H. R. Steenson, fourth; E. F. Miller, fifth. L. W. Campbell allowed to ride in final. Time, 2:57 2-5.

Second heat.—R. S. Williamson, first; G. A. Banker, second; G. M. Wells, third; G. C. Smith, fourth; L. S. Meintjes, fifth. Time, 3:10 2-5.

One-mile 2:15 class, first five in each heat to qualify; first heat.—A. W. Warren, W. A. Rhodes, J. Clark, J. P. Bliss, C. T. Nelson qualified without riding.

Second heat.—M. F. Dirnberger, H. A. Githens, E. C. Bald, E. A. Nelson, and L. S. Meintjes qualified without riding. Final Thursday.

Two-mile handicap, first eight in each heat to qualify.—H. Robson, 180 yards, first; C. H. Coffin, 220 yards, second; J. P. Clark, 135 yards, third; H. H. Hall, 160 yards, fourth; F. L. Knapp, 250 yards, fifth; A. W. Olmsted, 210 yards, sixth; F. A. Foell, 150 yards, seventh; A. Bausch, 275 yards, eighth. Time, 4:33 2-5.

Second heat, 2-mile handicap.—W. C. Sanger, scratch, first; J. P. Bliss, 30 yards, second; C. T. Nelson, 160 yards, third; H. A. Githens, 65 yards, fourth; R. S. Williamson, 130 yards, fifth; L. W. Campbell, 210 yards, sixth. Time, 4:46 1-5. New competition record.

Third heat.—W. W. Windle, scratch, first; H. C. Tyler, second; F. J. Titus, third; E. F. Miller, fourth; W. A. Rhodes, fifth; E. A. Nelson, sixth. Time, 4:52 1-5.

#### NEW RECORDS FOR THREE, FOUR, AND FIVE MILES.

SPRINGFIELD, MASS., Sept. 11.—Windle lost three of his most important records today, when L. S. Meintjes clipped 31 2-5 seconds off of the five-mile record of 11:41. It was a wonderful ride, and the record is liable to stand for a long time. The wind had died down to a gentle zephyr and the track was as smooth as glass when the South African came out. Zimmerman took a flying start and picked up Meintjes nicely and carried him along like a whirlwind for a mile, which was clocked in 2:19 3-5. Paul Grosch was in waiting at this point and the next half was done in 1:06 4-5. George Banker brought the record-breaker to the two-mile mark in 4:31 2-5, just outside of American record. Rhodes was the next pacemaker and did the half in 1:06 2-5, G. M. Wells finishing the three miles in 6:45 1-5, 19 2-5 seconds inside record. Bald, of Buffalo, made a good ride of the next half with the South African, and did it in 1:04 1-5. Blauvelt's half was done a trifle slower, the time for four miles being 8:57 3-5, 29 seconds inside record. Meintjes was riding strong and seemed to be able to hold any pace. C. T. Nelson took the next half, Rhodes going the following quarter, and Banker bringing the African home. The last mile was done in 2:12 and the full five miles in 11:06 1-5. The officials were: Referee, C. R. Culver; starter, Fred Brown; judges, G. K. Turner, F. Ed. Spooner, and H. C. Wheeler; timers, D. J. Canary, W. H. Jordan, and A. McGarrett.

Yesterday Zimmerman did a trial mile from a flying start in 2:02 3-5, tying Windle's best. Wheeler and Banker, on a tandem, paced him, but Zim sprinted the last quarter alone. Before dismounting he did a half in :58 3-5. In the afternoon he did another half in :57 4-5. Rhodes trailed him, but Zim jumped away from him near the finish. Early in the afternoon Zim did a trial mile, flying start, in 2:01 3-5, riding the last quarter alone. His quarters were :30 2-5, :30, :30 1-5, and :30. Rhodes did two miles in 4:36, the first mile being done in 2:11. In the morning Zim, poorly paced, did a mile in 2:02 4-5.

#### England Wonders.

What strikes us most in the beautiful photo reproductions of the Chicago races now appearing in THE BEARINGS is the wonderful clearness of the inclosure. In every picture a most diminutive mob is all that can be discovered on the sacred ground. There must be a man with a strong will and a muscular arm at Chicago.—*Cycling.*

#### WEDNESDAY AT SPRINGFIELD.

#### Zimmerman and Sanger Defeat Each Other in Turn—Typical Springfield Weather and Grand Racing—The Greatest Racing of the Year.

SPRINGFIELD, MASS., Sept. 13.—Not a cloud dimmed the advent of the heavenly Apollo as, in his "gilded car of day," he mounted the blue vault of heaven and gazed down on the arena where his children, the latter-day exponents of speed, were to engage in contests—not, alas, for the laurel wreath that still unfaded decks his immortal brow, but for glittering diamonds, dug by the dusky sons of Africa from the unwilling earth. The path was as hard as the unripened rock and as smooth as the mirrors in which the fair spectators of the sport would ere long view their comely faces, and before which they would deck their shapely forms in their holiday best, that perchance they might for a little moment catch the eye of one of the long muscled athletes who were to show their prowess. The King of Day mounted higher and higher in the heavens, and when his diurnal course was scarcely more than half completed, the anxious multitude began to assemble.

The new grand stand, seating 7,000 people, was filled to overflowing, and hundreds had to be satisfied to view the races from such points of vantage as they could find. The intervals between the races were rendered pleasant by the music of a most excellent band. The seats reserved for the press were filled by at least 100 representatives of the leading papers of the country. The inimitable Canary twice edified the crowd by his exhibition of trick riding and quite excelled himself, showing the result of steady practice, which his exhibitions in the west lacked.

#### Zimmerman and Sanger.

Of course the features of the day's sport were the meetings of Zimmerman and Sanger. The friends of each were sure that their favorite would win and no little money was wagered on the meeting, most of it on the one-mile international race. In the first event in which the two met—the half-mile scratch—the long man from Jersey rounded into the straight a couple of lengths behind the Milwaukeean, with Windle close up. Coming down to the tape all three strained every muscle, but Zimmerman passed Sanger, as did Windle, and the "Skeeter" won all out, half a length ahead of Windle and a length and a half ahead of Sanger. In the second meeting, the one-mile open, Sanger started his spurt just before he got to the quarter pole. He was followed by Windle, Tyler, and Bliss, with Zimmerman behind them. Work as he might, Zim could not close up the gap and the men finished in the order named above, Zim sitting up when he saw that he could not beat Sanger out. The Milwaukeean was a length ahead of Windle and Tyler, two ahead of Bliss, and three ahead of Zimmerman.

Zim senior, when seen by a BEARINGS man after the races, said, "I'm satisfied. Look at my boy's position in the race. He couldn't get through." To an unbiased eye it looked very much as if he could not ride fast enough.

Taylor was suffering from a bad cold on his chest and was unable to make any kind of showing and John S. Johnson is just cutting his wisdom teeth and that kept him out of the races.

#### There was no Loafing.

During the entire day's racing there was scarcely a semblance of loafing. Pacemakers were hired in all the important scratch races. The only unpleasant feature of the day's sport was the storm of indignation evoked by Raymond's decision in the one-mile 2:30 class. He placed a time limit of 2:40 on the race and when the men finished in 2:42 4-5 he not only called it no race but refused to allow it to be run over. The contest was a most interesting one to the spectators, and when the referee's decision was announced he was roundly hissed.

Previous to the half-mile open Zimmerman and Sanger wrapped themselves up in the same blanket and lay on the track in front of the grand stand, whereat the spectators cheered themselves hoarse. When the race was called Zim came to the mark first, followed by Sanger, Windle, and Tyler, and all were vociferously cheered. At the pistol Githens took the lead and led his ten competitors a merry pace to the quarter; he was closely trailed by Bliss. Zimmerman was in the bunch and Sanger away back. On the back stretch, however, Sanger worked up and rounding into the long straight for home he was leading by two lengths. Zimmerman had by this time gotten to the front, also, and once the men were straightened out for home he ducked his head and putting on all steam came on grandly with Windle sticking to him like a leech. Sanger rode wide and the two easterners passed him on the inside. He tried his prettiest to prevent them from going by, but it was all in vain. As they flashed across the tape Zimmerman next the pole showed first by half a length, Windle just outside of him second by a length, Sanger third, just ahead of Bliss, with Taylor a close fifth. The last quarter was ridden in 28 3-5 seconds and the half-mile in 1:04 4-5.

There were eight starters in the two-mile 5:20 class. Paul Grosch set a killing pace for a mile and a half and then dropped out. The men played for position and rounding into the straight Dirnberger, Rhodes, and E. A. Nelson were neck and neck. It was a finish to make the hair of the spectators curl. Dirnberger won by a length, with Rhodes a foot ahead of Nelson, while E. C. Bald, making desperate efforts for a place, was not more than six inches behind him.

#### Sanger Defeats Zimmerman.

The one-mile international invitation was next. Bald had the pole, next him was Tyler, then came Meintjes; little Bliss sat on the next wheel, and



then came Sanger; George F. Taylor was beside him, and close by was Willie Windle, while way outside, so near the grand stand that people in the front rows could see the cords on the back of his hands tighten as he gripped the handle-bars, was Zimmerman. Bald jumped for the quarter with Bliss close behind him. Zimmerman was next to last just behind Sanger. Meintjes led at the half mile with Bliss still second and the others playing for position. Sanger soon managed to work into third place back of Bliss. As they neared the last quarter Sanger jumped and flew for home. Windle and Tyler followed him closely and Bliss tacked on to them, working hard, with Zim behind him. In this order the men crossed the tape. Zimmerman, seeing that it was impossible to catch Sanger, sat up 100 yards from home. Sanger won by a length. Tyler was a scant six inches back of Windle, who was a length ahead of Bliss, who was as much ahead of Zim. The last quarter was :28 4-5.

Chairman Raymond made himself very unpopular when he declared the 2:30 class mile no race, when the men put up a fine race, and came within 5-8 seconds of the time limit; and when he declared that there would be no run-over, the crowd hissed derisively. But Raymond was firm and refused to change his decision. The men all rode hard, and the finish was as pretty as the most fastidious critic could ask. Wells swept across the tape a length ahead of Githens, who led Rhodes home by half a length. The others were only a foot behind. Time, 2:45 5-8.

#### A Hot Half-mile Handicap.

Seventeen of the eighteen who qualified for the half-mile handicap were on their marks when Tyler got up on scratch. The field was clustered around the twenty-five to forty yard marks. This proved to be one of the most exciting events of the day's sports. Dirnberger, from ten yards, immediately dug out to catch the field. Tyler worked hard, and was coming strong at the quarter, but he slipped his pedal just before the final sprint. Dirnberger had been going fast in the meantime, and at a hundred yards from home had cleared the field, and was coming for all he was worth, with Williamson, of Springfield, at his rear wheel. Of course "Dirn" won, and Williamson got second, A. W. Warren third, and E. C. Bald fourth. Time, 1:01 4-5; Tyler's time, 1:02 1-5.

O. S. Brandt beat out F. J. Titus after a magnificent struggle for the last quarter in the 2:40 class mile. Time, 2:39.

Zimmerman, Tyler, and Sanger all qualified for the mile handicap, but the latter was the only one to mount for the final, in which seventeen started. Bliss was at twenty-five yards, Bald at thirty, Dirnberger at thirty-five, and Githens at forty-five. They set an excellent pace and Sanger, profiting by it, was pulled up to the bunch. As they rounded the last turn Sanger looked up and saw an opening and started to go through, the back markers trailing like a pack of hounds on a scent. Sanger swung into the straight in the lead and the race was as good as won. Dirnberger was fourth, fifty yards from home, but gave a wonderful jump right at the tape into second place, so Bald said. The judges thought otherwise and gave the place to Bald. Githens had hung on to Dirnberger and beat out Bliss. The time was 2:10, but it excited but little comment.

#### Summaries.

Half-mile 1:15 class, final heat, eleven starters.—G. M. Wells, Asbury Park, first; O. S. Brandt, Riverside W. C., second; E. W. Heyer, Hartford W. C., third. Time, 1:10 4-5; last quarter, :30 1-5.

Half-mile open, final heat, eleven starters.—A. A. Zimmerman, New York A. C., first; W. W. Windle, Springfield B. C., second; W. C. Sanger, Springfield B. C., third. Time, 1:04 4-5; last quarter, :28 3-5.

Two-mile 5:20 class, final heat, eight starters.—M. F. Dirnberger, Buffalo, P. C. C., first; W. A. Rhodes, Chicago C. C., second; E. A. Nelson, Springfield B. C., third. Time, 5:15 1-5; last quarter, :34 1-5.

One-mile international invitation, seven starters.—W. C. Sanger, Springfield B. C., first; H. C. Tyler, Springfield B. C., second; W. W. Windle, Springfield B. C., third; J. T. Bliss, Chicago A. C., fourth; A. A. Zimmerman, N. Y. A. C., fifth. Time, 2:11 1-5; last quarter, :28 4-5.

One-mile 2:30 class, final heat, eleven starters.—Wells finished first; Rhodes second; others succumbed, and declared no race because time limit was exceeded. Time, 2:42 3-5.

Half-mile handicap, final heat.—C. H. Coffin, 70 yards, first; W. Le Messurier, 300 yards, second; L. W. Campbell, 60 yards, third. Time, 1:04 3-5.

Second heat.—Tyler, scratch, first; Dirnberger, 15 yards, second; G. C. Smith, 20 yards, third. Time, 1:02 1-5.

Third heat.—Bald, 15 yards, first; E. W. Heyer, 60 yards, second; Blauvelt, 30 yards, third. Time, 1:05 4-5.

Fourth heat.—Newton, 40 yards, first; Warren, 30 yards, second; R. S. Williamson, 35 yards, third. Time, 1:05.

Fifth heat.—A. W. Olmsted, 55 yards, first; J. P. Clark, 35 yards, second; G. M. Wells, 25 yards, third. Time, 1:03 4-5.

Sixth heat.—E. A. Nelson, 25 yards, first; H. E. Caldwell, 55 yards, second; C. T. Nelson, 45 yards, third. Time, 1:02 1-5.

Final heat, seventeen starters.—M. F. Dirnberger, Buffalo, 15 yards, first; R. S. Williamson, Springfield B. C., 35 yards, second; A. W. Warren, Hartford W. C., 35 yards, third. Time, 1:01 4-5; time of Tyler, scratch, 1:02 2-5.

One-mile 2:40 class, final heat, ten starters.—O. S. Brandt, Riverside W. C., first; F. J. Titus, Riverside W. C., second; Hugh Robinson, Salem B. C., third. Time, 2:29; last quarter, :31.

Half-mile 1:20 class, final heat, twelve starters.—Harry W. Hall, Concord, N. H., first; George W. Coffin, Orange A. C., second; E. L. Blauvelt, Elizabeth A. C., third. Time, 1:11; last quarter, :31.

One-mile handicap; final heat, sixteen starters.—W. C. Sanger, scratch, first; E. C. Bald, 30 yards, second; M. F. Dirnberger, 35 yards, third. Time, 2:10; last quarter, :31.

W. M. Jenkins has established new Pacific coast records for five and ten miles. The first distance was made in 13:30 and the latter in 27:05 2-5.

## AMERICAN RECORDS TO DATE.

Our record table will bear careful perusal this week. The records have been going fast at Springfield and old Father Time has had his wings clipped again and again, till now every record against the watch up to twenty-five miles is held in the United States and every record in competition up to sixty-two miles except those from six to ten miles. Now give us a good ten-mile race and let us get those.

### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:25 4-5*	H. C. Tyler	Hartford, Sept. 4, 1893
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/2-mile standing start	1:00 2-5*	H. C. Tyler	Springfield, Sept. 14, 1893
3/4-mile flying start	1:41 1-5*	George F. Taylor	Springfield, Sept. 15, 1892
3/4-mile standing start	2:15 2-5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile flying start	2:08 1-5*	W. C. Sanger	Springfield, Sept. 12, 1893
1-mile standing start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile flying start	4:31 3-5*	W. C. Sanger	Springfield, Sept. 14, 1893
2-mile standing start	7:38 3-5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile flying start	7:31*	Frank Waller	Indianapolis, July 5, 1893
3-mile standing start	7:15 3-4*	John S. Johnson	Minneapolis, Aug. 18, 1893
4-mile flying start	10:13 1-5*	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1-5*	C. T. Knisley	Chicago, July 11, 1893
5-mile flying start	12:36 3-5*	A. E. Lumsden	Evansville, Oct. 6, 1892
5-mile standing start	12:04 1-5*	H. C. Wheeler	New York, Aug. 26, 1893
6-mile flying start	15:15 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
6-mile standing start	17:43 3-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile flying start	20:24 4-5	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	22:52 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
8-mile flying start	25:32	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	38:05 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile flying start	51:18 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
9-mile standing start	1:04:34 3-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile flying start	1:17:56 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	1:31:02 1-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
11-mile flying start	1:44:11 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
11-mile standing start	1:57:33 2-5*	L. S. Meintjes	Chicago, Aug. 12, 1893
12-mile flying start	2:11:06 4-5*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:25 4-5*	H. C. Tyler	Hartford, Sept. 4, 1893
1/4-mile flying start	:27*	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/4-mile standing start	:31 1-5*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/2-mile flying start	:37 4-5*	W. W. Windle	Springfield, Oct. 8, 1892
1/2-mile standing start	1:01 4-5*	A. A. Zimmerman	Hartford, Sept. 8, 1892
3/4-mile flying start	1:30 4-5*	W. W. Windle	Springfield, Oct. 7, 1892
3/4-mile standing start	1:34*	W. W. Windle	Springfield, Oct. 8, 1892
1-mile flying start	2:02 3-5*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	2:05 2-5*	W. W. Windle	Springfield, Oct. 8, 1892
2-mile standing start	4:28 3-5*	W. W. Windle	Springfield, Sept. 30, 1892
3-mile standing start	6:45 1-5*	L. S. Meintjes	Springfield, Sept. 11, 1893
4-mile standing start	8:57 3-5*	L. S. Meintjes	Springfield, Sept. 11, 1893
5-mile standing start	11:06 1-5*	L. S. Meintjes	Springfield, Sept. 11, 1893
6-mile standing start	13:43 1-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
7-mile standing start	16:05 4-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
8-mile standing start	18:26 1-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
9-mile standing start	20:46 3-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
10-mile standing start	23:04 3-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
15-mile standing start	34:37*	L. S. Meintjes	Springfield, Sept. 14, 1893
20-mile standing start	46:07*	L. S. Meintjes	Springfield, Sept. 14, 1893
25-mile standing start	57:40 3-5*	L. S. Meintjes	Springfield, Sept. 14, 1893
30-mile standing start	1:17:56 1-5	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1-5	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 2-5	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 4-5	L. S. Meintjes	Chicago, Aug. 12, 1893

### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
10 miles	27:26	James Willis	Newark, N. J., Sept. 9, 1893
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:32:20	F. A. Foell	Buffalo, Aug. 26, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.

‡Professional.

### Amateur Angel and Non-Cycling Sinner.

Behold! The bicycle man getteth up in the a. m. and feeleth tall and stout and strong. He hieth him out in the morning, even in the dewy break of day. He rideth a little space, even a Sabbath day's journey, unto a cheerful hostelry. He partaketh of much steak and abundant eggs, and when his breakfast setteth he scooteth away unto his business and is like unto a man that is a man.

But! The sinner that hath not the gumption to possess a wheel, behold him how he ariseth late, there is a taste within his mouth like unto a sewer and his stomach is sorely troubled; he stumbleth when he speaks and stut-tereth when he walks and he is too blind to swim—verily his name is like unto one called Dinnis, yea, even mud. He goeth unto his office and wax-eth poorer day by day until the sheriff and the undertaker gather him in; but the bicycle man waxeth great in the land and woe unto the hotels in a city that 500 bicycle men come to see, for they eat much and sleep little and their name is Boss. Selah!

If the parsons wish to get wheelmen into heaven, they will have to drop the old inducements, such as white nightshirts and gilded harps, and get in a line of pneumatic safeties. Then wouldn't the boys be there with a rush! —Canadian *Cycling*.

### Is Springfield Track Short?

We wonder if those doubting Thomases who shouted so loudly about the Milwaukee track being short after Sanger made his mile in 2:09 4-5 on it, will claim that the Springfield track is short now that the Milwaukeean has done his 2:08 1-5 on it



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GEO. K. BARRETT, EDITOR.

## SAIL UNDER AN HONEST FLAG.

Cycle racing has thriven marvelously this year. Our fast men of last year are faster still this year, and men who were not good enough to win at all last season are winning races this—in times that a twelvemonth ago would have been regarded as remarkable. It is hard to find a reason for this. There has been no marked improvement in machines to make it easier for the riders. There have been, however, greater inducements held out to men to develop their speed, and this, together with the natural progress that would be expected, partially accounts for it. Tournaments have been so numerous during the summer months that it was impossible, as in the past, for all the cracks to take them all in, and the men who had, or thought they had, no show in first-class company have found opportunities to compete with men of their own class, and the result has been the development of a large number of speedy pedalers. Another thing that has had a great deal to do with it has been the prevalence of promateurism, or makers' amateurism, or whatever you like to call it. Say what you will about the evils of having paid amateurs, it does boom the sport, and popularizes wheeling in all its forms. No more proof of this is needed than a comparison of the sport in this country, where the makers have loosened their purse strings for the benefit of the speed merchants, and in England, where the purists have had things pretty much their own way. Here we see the records cut almost daily, find tournaments in progress all over the country, and cycling everywhere on the increase. From England we hear wails as to the loss of their records, and we know their inability to find a single man fit to compete for the international championships.

Surely this promateurism is not such a frightful thing that we should feel ourselves compelled to deny that it exists, or, confessing that it does exist, to hold up the finger of caution and declare in a whisper that it will ruin the sport to let it be known. In the spirit of all honesty, then, let us out with this bugbear of an amateur definition and have a sensible one in its place. Bar the giving of divisible prizes if you will, but do not try to stop what you know you are powerless to hinder. What we want is honest sport and honest rules to govern it. Is our Uncle Adrian C. Anson, the great exponent of our national game, thought any the less of because he is paid for playing base ball? Not a whit. Why then the speed merchant?

## NOW FOR THAT SPECIAL MEETING.

The time is fast approaching for the special meeting of the National Assembly of the L. A. W. The charges of the anti-Burdett faction have long since been made public. At first the sentiment against the President of the League was widespread. For the past few weeks there has been a gradual but decided change of feeling. This change has been caused by what the anti-Burdettites are pleased to term the "sympathy racket." The president's friends have been actively engaged in telling the League public how much money the special meeting will cost and how much Burdett has been maligned. They assert that the call was the outcome of spite work.

Just how much truth there is in the original charges we can not say. The men who started the call are by no means fools, and none but fools would make assertions which they would not have at least a fighting chance of making the assembly believe.

It is undoubtedly true, on the other hand, that the expense of the special meeting will be more than the League ought to be called on to stand unless

there is good reason for it. The questions at issue are not, however, merely ones of finance. Principle figures largely in the matter. If the League has a president who is not conducting the affairs of that body in a conscientious and satisfactory manner, it is time that there was a change. On the other hand, if he is innocent of the charges brought against him, he should have an opportunity to refute them and have his actions approved by the delegates.

It is to be hoped that these delegates will not allow prejudice or personal feeling to enter at all in their deliberations.

The president should be prepared to give entire publicity to his past actions and his accusers should be prepared to prove their charges beyond doubt.

## TOO MANY SCRATCH RACES.

The average race meet includes too many scratch races. Every one would enjoy the scratch races if they were run all the way, but every one knows that they are not—unless special inducements are held out. At present the average programme contains not less than three scratch events. Naturally the cracks are satisfied to ride in these events and let the second-raters have the handicaps to themselves. It is seldom nowadays that we see a scratch man in a handicap at any of the big meets. This does not make interesting racing, nor does it please the sport-loving public. Nothing pleases the public so much as to see a top-notch rider from scratch and gradually overhauling his field. One race of this kind awakens more enthusiasm than half a dozen scratch races where the men loaf until a few rods off home and then scramble in. It is then in order for the makers of programmes to have no more than one or two open scratch races each day. Inducements might be offered the cracks in the way of a prize for the man making the best time in proportion to the distance he had to ride or to the first man from scratch inside a close time limit. In a one-mile handicap on a good track Zimmerman might be asked to do 2:12 or better to win the special prize. In following out this plan the promoter would be at no loss to fill his programme, for the average programme is too long anyway; so that he would merely have to cut out one or two scratch races and put the prizes up as special prizes in handicaps.

## STRAY SHOTS.

### How a Popular Phrase Originated.

During the racing season of 1891 the Chicago Cycling Club sent a team of racing men on the eastern circuit. Accompanying the team was one man from the Illinois Cycling Club, F. J. Fanning. Fanning had great aspirations as a racing man but his legs refused to carry him to the front. In fact the only prizes which he won on the trip were a glass clock, which he broke to bits before he got home, and a silk umbrella, which he lost. During the races at Hartford he worked hard, but had won nothing till nearly the close of the second day's races. He had gone out for a class race and the rest of the Chicago men were in their dressing-room, all preparing for the mile open, which was the next event. Every one was busy when Fanning returned. For a few moments not a word was spoken, when some one asked Fanning where he finished.

"Second," said Fanning.

A gasp of astonishment was heard from every man in the room. The trainers stopped rubbing, the racing men sat up and gazed in astonishment.

"Second!" exclaimed some one.

"Yes, second—to the bunch."

And that is where the popular expression originated.

### He Thought it Was the Bell Lap.

To reach the Chicago track at the corner of Thirty-fifth street and Wentworth avenue, one is obliged to cross a railroad track. The gates are down most of the time and the racing men often have to make a run of it to get across. The other day C. H. Peck and G. W. Denison were crossing the tracks and the bell commenced to ring. Little Peck immediately crouched down and began to sprint, and it was only when the pedestrians laughed at him that he "caught on." He thought he was on the track and that the bell was signaling the last lap.

### Don't Forget the Fair.

We want to impress on each and every one of our readers the magnitude of his loss if he fails to see the World's Fair. It is its own recommendation. The attendance last week, approaching a million and a half, speaks louder than any words we can pen. If you happen to be a racing crank and have not seen the Fair, arrange to visit Chicago during the mellow days of early October, when you can see the Fair and the races of the 6th and 7th, which promise to be the best of the year.

### So?

American cyclists who have occasion to take the train have discovered a splendid wrinkle for insuring the careful handling of their machines. The bicycle is labeled "A. A. Zimmerman," and is treated as gently as if it were some high-bred racing stock,—*Scottish Cyclist*.



### The Prejudice Is Wearing Away.

The writer had the pleasure the other day of hearing two typical specimens of rural humanity discussing the bad roads—beg pardon—good roads question. They were agreed that good roads were needed, and needed badly, and—strange as it may seem, when we recall that they were farmers—they both agreed that in the fight for good roads the wheelman was the farmer's best friend.

We merely relate the fact. We don't ask our readers to believe it, even though it is true.

### It's Only an "Ad" Anyway.

"Cyclists who are smokers will agree with us," says *Wheeling*, "that the pipe invented by Mr. Isitt, Manningham, Bradford, is an ingenious contrivance. The 'attachable coat pipe' can be fixed to the coat so as to leave the hands free. We have tried one of these pipes and found it excellent."

American cyclists will agree with *us* that the man who attempts to smoke while riding is a dod gasted idiot.

### "The Strong Man of Texas."

P. Von Boeckman was one of the competitors at the Chicago meet and won one novice race. He is now on his way to his home in Texas a wheel and is telling the daily papers along the road how he won a novice in 2:24, besides winning two gold watches and a diamond stud. He calls himself the "Hercules cyclist of Texas." Mr. Von Boeckman should be called down.

### Reminds One of the Colossus of Rhodes.

Trainer Frank Lyman says that when it comes to rubbing down bicycle riders, there are men and men. Frank would rather rub Bliss all over than to do as much for one leg of "Billy" Rhodes. A simple computation showing the number of square inches to be operated on in each case, easily explains his preferences.

### What a Snap Zim Would Have!

R. C. Gorham, of Kirklin, Ind., has an idea to prevent the racing men from loafing. His plan, as told to *THE BEARINGS*, however, is similar to a lap race, points being scored at each lap. He proposes, in case a tie results, to give the place to the man making the score first, and in case one rider is good enough to lead all through, to give him all the prizes.

### Rather a Large Entry Fee.

A one-mile open was run at a county fair in Tennessee last week and the prizes were two gold watches and two medals, the lot being valued at \$100. The entry fee was \$5 and the winner of a prize had to put up \$5 additional to secure his prize.

### Rhodes Great Discovery.

The talk in racing circles is now about W. A. Rhodes' new discovery in the way of rubbing stuff. The man from Lynn calls his new compound "Rhodes' Anti-Quitter."

### JUST LIKE US.

*Takin' things kind o' easy now.  
Times hard, but not goin' to worry about it.  
We think we're gettin' our share o' bizziness;  
If not, thank God! we're gettin' along without it.*

—ARKANSAW THOMAS CAT.

The English console themselves with the thought that if they haven't the best short-distance riders, they have their Shorland, who stands unequaled at long-distance riding. He is a man of whom to be proud.

"Gussie" Steele is now known as "Disgusteel." The name was given him when his wheel got lost and did not show up in time for him to use it at the Columbus tournament.

What became of the "fund" raised to send the English champions to the international meet?

*Cycling* speaks of "the lengthy roll of men who were going to Chicago, but didn't."

### HO, FOR CHICAGO!

Several well-known racing men have been heard to declare openly that Chicago was a great place to wind up the racing season. They were men who ought to know. That being the case, Chicagoans have decided that the speed merchants will be given the opportunity to end their '93 path work in the World's Fair city.

The meet on October 6 and 7 will be held on the ball park track, where the international races were held. The track will be put in perfect shape and an excellent prize list will be provided.

The programme will be novel in several ways. One of the prizes will be a \$500 challenge cup, which must be won three times. An elegant trophy will be put up by F. W. Morgan for the fastest mile made against time. The competitors will have the privilege of trying for this prize at any time during the two days of the meet. The mile will be from a flying start, and pacemaking will be allowed, each rider selecting his own pace-makers. A twenty-five-mile race will be run, in which pacemakers will be provided. It is the object in putting this race on the programme to try to do twenty-five miles, or better, in the hour. A half-mile scratch race, with Zimmerman, Tyler, Taylor, Bliss, Johnson, Sanger, and Windle barred, will

give the good second-raters a chance to fight for supremacy. The one-mile handicap, in which every rider who enters binds himself to start from his mark and go all the way, will prove a most interesting event, and should result in the fastest race of the year. Besides these events there are enough others to fill the programme.

Many of the cracks have already promised to be on hand, and the management is already hard at work. Entry blanks may be had by calling on or writing to *THE BEARINGS*.

### It Will a Dead Swell Spread.

It will be an elegant and select function.

The invitations will not be few, but the man who receives one will be honored, for they will go only to the elite of the cycling world.

The occasion?

Why, we forgot. It's all for Zim. A few of "the people" got their heads together the other day and made up their minds that it was only right and proper that Zim should be given a great big swell blowout in recognition of his great year's work, and when those people make up their minds to do a thing, it is as good as done.

So, my friends, if you get a "bid" to visit Cleveland some time after the close of the racing season to break bread with Zimmerman and quaff a cup of grape juice, consider yourself honored, and don't under any considerations fail to accept the invitation.

### WHY, INDEED?

*Behold a man who blithely sings  
And smites the air with frolic springs—  
His spouse has been, oh, fortune rare,  
Delivered of a little heir.*

*He tender whispers to his wife  
That she's the pole-star of his life,  
And plants a fond, parental kiss  
Upon the cause of all his bliss.*

\* \* \* \* \*

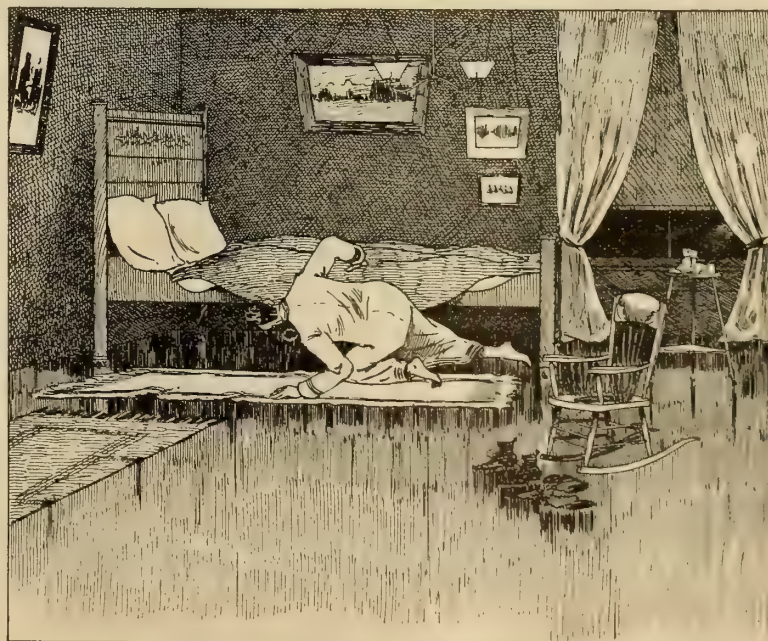
*He mounts his wheel and at the fates  
He curses when his tire deflates,  
And thunders on his luckless wheel  
A harsh objurgatory peal.*

*Unhappy wheel, why should there be  
Kiss for the wife and curse for thee?  
Thou too hast been, truth to declare,  
Delivered of a little air.*

—SNODGRASS.

### Oh, It Was Funny!

FORT DODGE, IOWA, Sept. 10.—George Paige, manager of Paige's Repertory Co., paid \$55 here last evening as the price of a local hit made by his comedian on the stage the evening previous. The hit was a silly but good-natured joke at the expense of Charles Crawford, a swell young society man, being a comical allusion to his well-known hobby of riding a bicycle. Crawford brought two suits against the company, one for criminal libel and another for damages. The basis of the suits was that the plaintiff had been undeservedly held up to public ridicule. The manager of the company after much apologizing and explaining effected a compromise. He agreed to make a public apology on the stage and pay Mr. Crawford \$55, in consideration of which the suits would be dismissed. The opera-house was packed last evening to listen to the apology, which was elaborate, although it contained many sarcastic thrusts at Mr. Crawford.



MR. WOULD BE IS AT THE PUMPKINVILLE FAIR RACES.



## THURSDAY AT SPRINGFIELD.

**Meintjes Does 26 Miles 50 Yards in the Hour—Tyler Breaks the Half and Sanger the Two Mile Records—Tyler Beats Sanger and Zim.**

SPRINGFIELD, MASS., Sept. 14.—There never was a more exciting day's sport than was witnessed on the last day at Springfield. Here was Sanger defeated, running last in a field of six in a half-mile open race; then Sanger defeated Zimmerman a length, and both in turn were defeated by Harry Tyler, Springfield's pride, in the great mile international race; Tyler also lowered the half-mile competition record a full second in a trial heat of the half-mile handicap. Then a few minutes after his great mile race, with only a brief intermission, tied his previous competition half-mile.

Then Sanger cut fourteen seconds and a fraction off the two-mile competition record, doing two miles in 4:31 2-5, the last mile in 2:14 3-5, with Windle and little Bliss hugging his rear wheel close. Brandt, an unknown, won a two-mile 5:10 class in 5:02 3-5, after having run 200 yards away from the field at the start, which included a lot of good men. The consolation race was won in 2:21 1-5, and to cap all, twenty-six miles and fifty yards was done in an hour by L. S. Meintjes, the champion of South Africa, and now once more the hour champion of the world.

The day's racing closed at 5:15 and Meintjes started his ride a few minutes later. The pacemakers took their places at the upper turn of the track. A schedule was laid out for the ride and Meintjes at the third mile went inside of this, at the six miles broke the world's record, and never faltering completed his wonderful ride with a mile sprint, Sanger pacing in 2:11 3-5; and Sanger had all he wanted to do to hold the lead.

**Meintjes Rode an Eighty-inch Gear.**

His pacemaking could not have been better. The day, which had been cloudy and slightly windy, had calmed down and the air was feverishly warm. Mile after mile was reeled off, each time inside record. The crowd became frantic, then calm, then at times crazy with enthusiasm. "Will he hold out?" they shouted. "Can he hold it?" But Meintjes was strong and hearty, shouting lustily at his pacemakers, and otherwise cheerful. He was told for a time that he was behind the record and this noticeably increased his pace. The last mile was a race with his pacemaker, Sanger, and each finish of a half mile was a sprint.

### The Races.

Nine men started in the one-mile 2:35 class race. Olmsted took the pace, and for three quarters of a mile led at a merry clip. Rhodes, in a bright purple racing suit, was riding hard, and at the quarter pole jumped for the stretch. He gained twenty yards, and Hugh Robson, of Salem, who was second, narrowly missed death when a long section of the fence at the track side fell, and precipitated a hundred men right on the track in front of him. He cleverly dodged them. A. T. Caldwell, of Concord, won third by two inches from Heyer, of Hartford. The mile was run in 2:18, equal to the mile competition scratch record on August 1.

### A Remarkable Half.

Several good men came out for the half-mile 1:10 class race, and Bald, of Buffalo, shut himself out of all half-mile class races by winning in 1:03 2-5. Warren paced to the quarter in :33 against a stiff wind, when Dirnberger took the lead. On the stretch Bald and Wells clearly outrode Dirnberger and the latter finished third, a length behind Wells, who was only a foot back of Bald. The last quarter was ridden in :30 2-5.

### Sanger Is Distanced.

Zimmerman, Windle, G. A. Banker, Tyler, Taylor, and Sanger started in the half-mile open and finished in the order named in one of the most sensational races of the season, in which Sanger took no part, the old rivals, Zimmerman and Windle, having a tussle for winning honors all to themselves. Windle took the pace at the outset. Sanger had been slow to start and trailed at the quarter. Zimmerman and Tyler were side by side and Windle directly in the rear. Taylor was back of them and Sanger last. Zimmerman got away at full speed. Windle passed Tyler, and with his front wheel on a line with Zimmerman's handle-bars, worked like a demon. Thus they finished, there being hardly a change in the last

quarter, which was ridden in :27 4-5. George Banker defeated Tyler in the straight and was but a half length back of Windle. Taylor beat out Sanger a half length. It looked like a fluke on Sanger's part. The men rode the last quarter so fast that Sanger would have had to make it in 27 seconds to have passed Zimmerman.

There was intense excitement in the two-mile 5:10 class race. O. S. Brandt of the Riverside Wheelmen, New York, took the pace in a field of ten starters and from the first gained steadily, Blauvelt pacing the back bunch and apparently holding it back. Brandt gained 220 yards in the first mile and the crowd became intensely excited. Brandt was equal to the emergency and on the last half mile he retained his lead. At the quarter he sprinted and finished the two miles in 5:02 3-5, 250 yards ahead of the field. He was roundly cheered and again cheered as he passed the stand. Dirnberger returned the compliment given in a previous race and defeated Bald a foot for second, after the Nelsons had made a great bid for it, only to be passed on the straight.

### Tyler Beats Zim and Sanger.

Oh, what a race was the mile international. "Tyler wins!" "Our Harry wins!" shouted a crowd of 12,000 frantic people at the finish. Tyler had won in the greatest forty-yard sprint ever seen, and Sanger had beaten Zimmerman a foot for second. Seven men started in the race, the crowd constantly screeching for their favorites. Windle was to have a chance, but Tyler—never.

Bliss paced to the quarter, and Banker following gained quite a lead, being ahead at the half. Zimmerman was in third position in the back bunch, with Sanger as usual last. Tyler passed the field, and sprinting caught the leaders, taking third place in the line, fifty yards from the three-quarter pole. Taylor, in bright red, started the great battle, coming up rapidly. Zimmerman followed him, and Sanger came up from behind at the one-hundred yard, passed, and at the quarter was leading, Zimmerman a foot. Taylor dropped out.

Tyler, with a giant sprint, flew right in between Zim and Sanger, and never hesitating, passed the men a length from home. Sanger, on the outside, was a foot ahead of Zimmerman, who was at the pole, and Windle, just at the back, was a foot ahead of Bliss. The time was 2:16 3-5; last quarter, :32 3-5.

### "He's Broken the Record."

shouted the crowd as Tyler came down the stretch at the finish of the half-mile handicap, and it was true. The Springfield boy did it in 1:00 2-5, one second inside record, and rode the last quarter alone, in the face of the wind, in 28 seconds. But seven men started, and Tyler led at a quarter from home, riding strong and seemingly not fatigued by his great race of a few minutes before. The former record, 1:01 2-5,

was his own, made at Hartford July 4.

The last quarter of the fifth heat of the half-mile handicap was a hot contest between the Nelson brothers, of Springfield, C. T. Nelson winning in the last three feet in 30 seconds, equal to record. The final of the half-mile handicap was another exciting contest, and Tyler's figures in the previous race remained the same. Tyler did not catch the leaders of the field of fourteen until the home stretch, where he turned into the soft going, and won in the teeth of the wind in 1:00 2-5 from Dirnberger, who was a half length back and at the pole. This tied his previous great performance.

A number of good men started in the 2:15 class race, and a limit of 2:25 was placed on it. Bliss, Rhodes, and Bald had one of the hottest arguments of the day on the straight, and Bliss, working like a beaver, held a foot lead over Rhodes for the last two hundred yards, when Bald shot ahead of Rhodes, and won second. The men were close up, and well bunched. The time was 2:31 3-5 and it was decided no race, and no run-over. It was in this case a just decision, the men having clearly loafed.

### Another Record Fell

with a deep, dull thud in the two-mile handicap, and W. C. Sanger was the hero of the day. He clipped nearly fifteen seconds off the two-mile competition record made by himself Tuesday. Sanger and Windle were on scratch and Bliss at thirty yards. Bliss was caught at the quarter and at once trailed Sanger, and Windle opened up and at the half caught Rhodes, seventy yards, who after an ineffectual attempt to hold the killing pace



L. S. MEINTJES. From his latest photograph.



dropped out. Olmsted, a 210-yard man, was caught at the finish of the mile and paced a quarter down the stretch, and as the bell for the last lap rang, the three great riders closed up on the field. Here they trailed for a quarter, and at the beginning of the last quarter Sanger led the field down the stretch and was nearly passed by Windle. Both of them went like mad, their wheels fairly quivering and Bliss pushing them strong. Thus they crossed the tape. The last quarter was done in :30 4-5; the last mile in 2:14 3-5, and the two miles in the astonishing time of 4:31 2-5. The crowd now were wild with excitement, and to cap the climax a field of over a dozen starters in the consolation race finished the mile in 2:21 1-5. Le Messurier, of Rochester, winning.

#### Summaries.

One-mile 2:35 class.—W. A. Rhodes, first; Hugh Robson, second; A. T. Caldwell, third. Time, 2:18.

Half-mile 1:10 class, six starters.—E. C. Bald, first; G. M. Wells, second; M. F. Dirnberger, third. Time, 1:03 2-5.

Half-mile open.—Zimmerman, first; Windle, second; G. A. Banker, third; Tyler, fourth; Taylor, fifth; Sanger, sixth. Time, 1:08 1-5. Last quarter, :27 4-5.

Two-mile 5:10 class.—O. S. Brandt, first; M. F. Dirnberger second; E. C. Bald, third. Time, 5:02 3-5.

One-mile international.—H. C. Tyler, first; Sanger, second; Zimmerman, third; Windle, fourth; Bliss, fifth; Taylor, sixth. Time, 2:14 2-5; last half, 1:02; quarter, :28.

One-mile 2:25 class.—E. C. Bald, first; G. M. Wells, second; E. A. Nelson, third, Time, 2:16 3-5.

Half-mile handicap, first heat.—Le Messurier, first; Campbell, second; C. H. Coffin, third.

Second heat.—H. C. Tyler, first; Dirnberger, second; Brandt, third. Time, 1:00 2-5.

Third heat.—Williamson, first; Blauvelt, second; Warren, third. Time, 1:03 2-5.

Fourth heat.—C. T. Nelson, first; E. A. Nelson, second; E. F. Miller, third. Time, 1:02.

Final heat.—H. C. Tyler, scratch, first; Dirnberger, 15 yards, second; Williamson, 40 yards, third. Time, 1:00 2-5; last quarter, :28 2-5.

One mile 2:15 class.—Bliss, first; Bald, second; Rhodes, third. Time, 2:31 3-5 No race. No run-over.

Two-mile handicap, final heat, thirteen starters.—W. C. Sanger, scratch, first; W. W. Windle, scratch, second; J. P. Bliss, Chicago, 30 yards, third. Time, quarter, :36 3-5; half, 1:08 2-5; three-quarters, 1:41; mile, 2:14 3-5; one and a quarter, 2:48 4-5; one and a half, 3:24; one and three-quarters, 4:00 3-5; two miles, 4:31 2-5. A new world's record for two miles in competition.

Table of Meintjes' Records.

MILES.	PACEMAKERS.	TIME.	MILES.	PACEMAKERS.	TIME.
1.	G. C. Smith and Warren.	2:22 4-5	14.	Clark and Olmsted.	32:19
2.	Rhodes and Nelson.	4:41 2-5	15.	Coleman and Warren.	34:37
3.	Wells and Blauvelt.	6:58 2-5	16.	Bliss and Rhodes.	36:54
4.	Clark and Foster.	9:12 2-5	17.	Wells and Blauvelt.	39:11
5.	Porter and Sanger.	11:27 1-5	18.	Clark and Sanger.	41:31 1-5
6.	Clark and Olmsted.	13:43 1-5	19.	Sanger and Porter.	43:50 1-5
7.	Arthur and Smith.	16:05 4-5	20.	Clark and Rhodes.	46:07
8.	Coffin and Warren.	18:26 1-5	21.	Rhodes and Titus.	48:27
9.	Brandt and Rhodes.	20:46 3-5	22.	Bliss and Olmsted.	50:46 2-5
10.	Wells and Blauvelt.	23:04 3-5	23.	Porter and Clark.	53:04 1-5
11.	Bliss and Coffin.	25:26	24.	Clark and Titus.	55:22 1-5
12.	Clark and Sanger.	27:43 2-5	25.	Wells.	57:40 3-5
13.	Foster and Porter.	30:03 1-5	26.	Sanger.	59:52 1-5

26 miles 50 yards in the hour.

### NORWALK HAS GOOD RACES.

NORWALK, CONN., Sept. 4.—The bicycle races held under the auspices of the Alpha Wheel Club, at the Norwalk driving park, this afternoon, were witnessed by fully 6,000 persons. Delightful weather, an excellent track, the presence of fast riders, and close and exciting finishes combined to make the meet a grand success. The event which probably attracted the most attention was the ten-mile handicap. Out of thirty-nine entries for this race, all but seven started. The scratch man was C. Ford Seeley, who made an attempt to lower the world's six-mile record. His time for that distance was 6 seconds slower than the record. H. O. Saunders and E. R. Benedict also came near breaking the record for that distance, the former doing it 6 1-2 and the latter 7 seconds slower than the record. The events and winners were as follows:

One-mile championship of Fairfield County, five starters.—P. A. Raymond, Greenwich, first; H. W. Merrill, Alpha W. C., second; R. A. Gregory, Alpha W. C., third. Time, 2:52 1-4.

One-mile handicap, twenty-three starters.—B. M. Prescott, 100 yards, first; E. Houseman, New Haven, 110 yards, second; C. Ford Seeley, scratch, third. Time, 2:25; one-mile record for the track.

Half-mile flying start, eight starters.—R. B. Gregory, first; H. W. Merrill, second; C. Ford Seeley, third. Time, 1:14 1-4.

One-hundred yard slow race, six starters.—F. Rogers, A. W. C., first; A. D. Ferris, second. Time, 4:28.

Two-mile invitation for colored riders only.—F. Thompson, first; C. Thompson, second; C. Mott, third. Time 7:56.

Ten-mile handicap, thirty-two starters.—The first nine men to finish were as follows: W. E. Bates, 3 m., 29:00; B. M. Prescott, 3 m., 29:48; H. A. Saunders, 1 1-4 m., 27:30; E. R. Benedict, 1 1-4 m., 27:33; C. P. Stauck, 2 m., 28:30; E. P. Buckley, 2 m., 28:45; F. Bonnan, 5 1-2 m., 29:30; F. C. Hoyt, 40 s., 26:55; C. B. Lockwood, 3 m., 30:30. C. Ford Seeley, scratch, finished twelfth in this race. His time was not taken.

C. Ford Seeley, A. A. Francis, and Russell Hait made an attempt to lower the world's one-mile triplet record of 2:10. They covered the mile in 2:25 1-4.

The Chicago racing men who took in the Canton (Ill.) meet speak highly of the way they were treated by J. L. Blackadore, the promoter of the meet.

### STRAY NOTES OF INTEREST.

Bowling Green, Ohio, has organized its first club.

Meintjes has shaved off his mustache and it has altered his appearance greatly.

W. H. Seaver, of Oakland, has lowered the Pacific coast fifty-mile road record to 3:14:37.

A park policeman on a bicycle was on duty at a recent road race in New York. He proved a great success.

Frank Waller says he may go to England. He is tired of America and would like to get over among the scorchers.

Mlle. Emeline de Perceval announces that she will establish the hour record for the track at Daumesnil Lake, in the Bois de Vincennes.

President Burdett did not attend the Hartford meet, according to the Hartford *Courant*, because he did not receive a special invitation.

Miss Lizzie Stahl, of Ravenswood, Ill., has lost her century badge. It had her name engraved on the back and has three bars attached.

Sanger is now riding under the colors of the Springfield Bi Club. Its team now consists of Sanger, Tyler, Windle, E. A. and C. T. Nelson.

The N. C. U., of England, has replied to Chairman Raymond's last letter on the Zimmerman case, but the reply has not yet been made public.

Naylor and Windle participated in an Australian road race recently. It was not the Irish crack and our Willie, however, but riders of similar names.

J. R. Nisbet, editor of the *Scottish Cyclist*, is in this country on a visit. He will visit all of the large cities and will write a series of articles on his impressions of the sport in this country.

Frank C. Riggs, late of the F. L. Douglas Cycle Co., Chicago, has been appointed superintendent of agencies for E. C. Stearns & Co., Syracuse. Mr. Riggs is a hard worker and a general favorite, and is bound to succeed in his new home.

Gus Steele won the Lake View's five-mile scratch road race, at Chicago, last Saturday, defeating a field of twenty. The race was for a trophy that had to be won three times. As this is the third win by Steele, it now becomes his property.

J. P. Kane, of Minneapolis, suggests that sails on a bicycle would be a good thing. He says, "We hear of the natives of eastern countries using sails on their clumsily built wagons. If they can be used on these wagons, why can not a sail be used on a light-running bicycle?"

The Paris-Trouville road race, run August 22, was won by a rank outsider named Meyer. There were sixty-eight starters, and it was thought either Dubois or Nicodemi would win the race, but each of them had their pneumatic tires punctured three times. Both challenged Meyer for the same run, which he accepted.

A Norman cyclist was lately beaten by a trotting horse over a distance of twenty miles. The time made by the trotter was 56 minutes, and by the cyclist 61 minutes. The owner of the horse has challenged any cyclist to beat his horse for the same distance, and a wager of \$2,000 has been made. The French record man Cottureau will probably have a go at the animal.

C. Ferris White, of Everett, Wash., will make a novel trip to Chicago with a friend. They will couple their wheels together in such a manner that each wheel will travel upon a rail of the railroad track. The wheels will be provided with a flange that will prevent all liability to skip the track. A machinist is now at work carrying out the idea of the projector. The young men will go by the Great Northern route. They expect to make 150 miles per day easily.

#### Would Like a Team Race.

The Consolidated Order of Pot-hunters, whose headquarters are in Chicago, are greatly exercised over the fact that a rival organization has been started in the east. They thirst for the gore of those easterners, and the only reason that they do not challenge them to a team race is the clause in the C. O. P. constitution which prohibits the least publicity being given to the movements of the members of the order.

#### Should Petition the Mayor.

Michigan avenue, Chicago, when in good condition, is the best highway in the city on which to ride, but the park commissioners seem determined to ruin it. The street is kept wet most of the time and is always in a sloppy condition north of Thirty-first street. The wheelmen of Chicago should get up a petition similar to the one handed the mayor of Toledo, Ohio, by the Toledo C. C. The mayor is requested to order the street sprinklers to leave a six-foot strip of the road dry so that the wheelmen can ride on it.

#### Would Be Interesting.

Sanger, Johnson, and Osmond are names likely to remain before the public for many years, since each of the above-mentioned champions has a promising younger brother coming on. What a sight a race between the whole six would be, if the younger section are as good as report declares. We wonder if A. A. Zimmerman has not got a brother somewhere that he can trot out, so as to be in the fashion.—*Irish Cyclist*.



## THE FRENCH CHAMPIONSHIPS.

**Cassignard Wins the One-Kilometer Championship of the U. V. F. and the 100-Kilometer Road Championship—Mills, Shorland, Cottereau, and Stephane may Race Together.**

PARIS, August 30.—The coincidence of the opening of the Velodrome de la Seine, with the greatest sporting event of the season, the running of the U. V. F. one-kilometer championship, brought to the new track the largest crowd that ever witnessed a bicycle race in this country, no less than 15,000 entering the gates to see Georges Cassignard walk away with championship honors wrested from such adversaries as Medinger and Cottereau. Although Fournier was unable to enter, being kept away by his military duties, the interest resulting from the meeting of these three men was sufficient to cause the whole French cycling world to be there, while the great mass of the public had come, enticed by the notices given by the dailies of the magnificence of the new track, and none were disappointed in their expectations. The sport was of first-class order, while the track was everything to be desired by even the most exacting critics.

A few minor details remain to be looked after, but considering that men were still at work on all parts of the track Sunday morning, and that it had been said repeatedly that nothing would be ready for the public's convenience, too much praise can not be given Mr. Clement, and his able delegate Mr. Rousseau, for the way they hustled things in order to make so creditable a showing as they did. The grand stands were entirely finished and covered, much to the delight of some of the on-lookers, who at once proceeded to climb on the roof, where they could enjoy the sight of the whole inclosure at a glance. The hundred dressing-rooms are large and well lighted, and there is a large bath-room, which when finished will be unsurpassed for comfort and convenience, as well as a cafe, which will prove, in summer, an ideal lounging-place.

The gates had been thrown wide open for this opening celebration, and such a swarm was waiting to get in as we never saw before. Wheels had to be carried at arm's length to avoid their being crushed, but after one had safely reached the comparative seclusion of the racing men's terrace on the last turn, it was interesting, to say the least, to see the whole inclosure gradually filling up, until not a railing could be seen but was crowded with the youthful enthusiasts, while the racing men's wily friends were using all

their influence to pass the burly "bobby" at the door of the racing men's quarters.

### The First Race of the Day

had been appropriately named the "De Civry" prize, in memory of the late champion, who was the originator of the track. It had been dedicated specially to the "junior" class, and the best of them came to the tape—Louvvet, Baras, Nivet, Piquet, Echard, Spoke, and Czerni being the starters.

J. Minart, vice-president of the U. V. F., gave the start, and after a splendid struggle, Baras beat Louvvet by several lengths, having the honor of winning the first official race on the new track. Louvvet was not in his best form, owing to a nasty fall in a road race a short time ago, which compelled him to stop his training for some time.

The heats of the championships were then called, and Cottereau, Echard, and Piquet started. Echard led the first lap, after which Cottereau took to a faster pace and won handily in 1:37 1-5; Echard second.

The second heat, with Cassignard, Antony, and Baras, was the most interesting, Baras nearly getting first place, and being only beaten by a few inches at the tape. Antony and Cassignard were watching each other so closely that they forgot all about Baras, who, seeing them going at a dead crawl at the bell,

### Suddenly Spurred Past,

taking six or seven lengths, and, flying round the track as hard as he could, was in the home straight before Cassignard, who had been getting up steam to catch him, could get his spurt under way. The Bordeaux flier made a desperate effort, and caught his men a few yards from the tape, in a rush that carried him a winner by a bare thickness of his tire. Antony was completely "left," losing, through his excess of caution, a right to appear in the final. Baras was very elated at having beaten Antony, as it has long been a vexed competition between these two, and Antony, being the senior, ought to have shown the longer head. The time, despite the last fast lap, was very slow,

1:59 4-5. The third heat was practically a walk-over, only Medinger and Nivet appearing, and as they were sure of starting in the final, they merely took an easy spin round the track, Nivet allowing Medinger to pass on the last turn and neither of them spurring. Time, the worst of the day, 2:00 2-5; Medinger ahead.

An amateur race was then run in three heats. The first heat was won by Bromley, Mathieu second; the second was a walk-over for De Vasselot; the third was won by Lamplugh, with Feriol second.

Before they came out for the final, an attempt was made by Masi and



**THE FERRIS WHEEL AT THE WORLD'S FAIR.**

The largest wheel on earth. Constructed on the principle of the bicycle wheel. Height, 265 feet; capacity, 2,000 persons at one time.



Vigneaux, but owing to the high wind blowing in the home stretch, the best they could do was :29 2-5, flying start, as against the :28 2-5 made by Osmond and Merry some time ago. That they are capable of doing better was evidenced by their half-kilometer record of :36, in which they covered the quarter-mile in :28 4-5.

The final of the amateur race gave Lamplugh a fine bronze statuette, Mathieu taking second place and a bronze group, and Bromley third.

Masi and Vigneaux then came out again to try for the one-kilometer flying record, which had been lowered to 1:16 4-5 by the Underborg brothers in Germany. But the wind again hampered them and the watches stopped at 1:19 1-5, despite as game a struggle as was ever seen. This, although not a world's record, is

#### French Record for the Distance.

The record men were loudly cheered by the large audience in recognition of their pluck and this somewhat smoothed over their disappointment at their comparative failure.

The bell then rang for the final of the great event, and applause burst forth as Cassignard in his tricolored jersey and black silk pantalettes came on the track; Medinger, the "old 'un," whose immense gold stars on a black jersey must have been visible from Paris; while Cottureau modestly got his striped suit in the midst of the bunch of riders who quickly rode to the tape.

Cottureau had the pole, then Echard, Nivet, Cassignard, Baras, and Medinger lined up, all starting at a quiet pace at the pistol, no running away being indulged in at this stage of the game. Echard led for the first lap, Cottureau taking the pole at the bell and leading with Cassignard, and Medinger taking position on the outside of the group. Half way down the back stretch, Cassignard began to quicken the pace, followed by Medinger, Baras, and Nivet. The pace became a dead rush in the home stretch, Cassignard forging ahead in a splendid spurt; Medinger following closely, but being unable to pass him; while Baras took third place, Nivet nearly colliding with Cottureau, whose protest was not allowed, Nivet's move being quite involuntary and made with no unfair intention. The time for the final was 1:47 4-5. Cassignard's victory brings him, besides the championship, a large gold medal offered by the U. V. F. and a purse of \$200 offered by the track management. The other championships of the U. V. F., to be run shortly on the same track, will be similarly rewarded.

#### The Annual 100-Kilometer Road Championship.

This important event, which holds in relation to road racing the same proud position as the U. V. F. championships to track racing, was run on the same afternoon and was also witnessed by large numbers. This road race has been made famous by the past performances of Charles Terront, who won it several years in succession, establishing the sensational record of 3 hours 28 minutes on a solid-tired ordinary, which time stood untouched for several years after the advent of safeties and pneumatic tires. This year's championship had eighty entrants, of which ten started, among whom were Huzelstein, Pachot, Nicodemi, Bandrit, Swiftness, Velghe, Merland, and a number of road cracks.

Nicodemi at once set a very fast pace, and soon was at the head of a long string covering the whole of the three-mile course at Longchamp. De Baeder, one of the youngest riders, who was near the head, collided with another rider at twenty kilometers, and fell, hurting himself so severely that he had to leave. The head group, comprising Nicodemi, Velghe, and Merland, kept up such a pace that Huzelstein gave up at the sixteenth lap. Nicodemi remained ahead until the last, when he sprinted 200 yards ahead of the others on the last lap, coming in a winner in 3:11:55, which is record for the course and only 10 minutes outside record. No pacemakers

being allowed, the time is very good. Velghe and Merland came in for second and third places, but Velghe was disqualified for repeatedly fouling his adversary.

Nicodemi, who is in splendid form, will try shortly for the hour record and 100-kilometer path record.

#### Sensational Information

has just come to hand, to the effect that M. D. Rucker, of the Humber Co., is getting up a match race between Mills, Cottureau, and Stephane, the three winners of the Bordeaux-Paris race. The match is to be a 24-hour race, and is to be run on the Seine track. A high fever of expectation has sprung up in the cycling world over it, and it is asserted that no pains will be spared to bring about the meeting of the giants. Some go on to say that Shorland might be induced to take a hand. This news, however, has not been confirmed.

ALBERT G. ROUX.

#### Bill Nye's Experience.

Bill Nye has been monkeying with a bicycle to his sorrow, and tells his troubles in the daily press:

"I concealed myself while practicing," he writes. "Then I went at it on rainy days. It was in the barn. I enjoyed it some, though at times I knocked the rafters a little to one side with my head. I soon learned, too, to carry in one hand a heavy club with which to knock over the machine whenever it hopped on me while I was down. Next I learned how to repair my wheel if the pneumatic tire got punctured and let the climate out. You carry a little kit of things, gum and things, also a plumber's furnace, by a strap over your shoulder, with your vest pocket full of charcoal, then when your pneumatic tire gets a hole in it and looks like a pink tight in the hands of the sheriff, you get off the wheel at the roadside, and the children of the district school come and stand by your side while you fix it."

"I am not of a mechanical turn of mind, and so I could not find the hole where the air had escaped when I broke down. When you puncture your tire, you blow into the valve, and then, if you look soon enough, you will deftly discover the air in the act of escaping. Then you heat a piece of pneumatic pelt and solder it on as soon as possible."

I did not realize till I was eleven miles from home, at the bottom of a five-mile hill, in a bed of sand and "hit a-raining," how hard it was to find a pin-hole in a rubber tire by watching for the place where the mean temperature is escaping. As night came on and the children had to separate and go their several ways toward home, I gave up the idea of repairs, carefully concealed the machine in a swamp, and rode home on the running gear of a farmer's wagon, on which I sadly pinched myself several times, which hurt me exceedingly."

#### CONN BAKER.

A plucky little rider is Conn Baker, of Columbus. If he continues to improve as he has this year, he will keep some of the crackjacks thinking. He has been the champion of his native town for some time, but it was not until this fall that he began to make himself known to the outside world. He made an excellent showing in the Chicago races and was a competitor in the sixty-two mile race won by Meintjes. He started in it after riding in several hot races. He clung tenaciously to the leaders and rode thirty-three miles before dropping out on account of a broken saddle. At Cleveland, Columbus, and Indianapolis he showed rare form. Baker has several brothers who are riding in good shape.

George W. Hines and Owen Lawson are now editing the *Southern Wheelman*, of Louisville. The journal will hereafter be published as an independent paper. Publisher Zink says, "No more hand-organ in mine."





## WHEELER IS DISSATISFIED.

He Thinks the Purses Are not Large Enough and Doesn't Ride  
—Other New York News.

NEW YORK, Sept. 11.—It seems that there is some internal trouble in the ranks of the National Cycling Association and that "King" Wheeler is the cause of the disturbance. Reports vary as to the real cause of the trouble, but I have it upon excellent authority that Harry Wheeler has become dissatisfied with the value of the purses, has voiced his feelings, and declares he will not race for such trifles as \$40 purses. On Saturday an evening paper contained the following:

Harry Wheeler, the fast professional cyclist, left for Springfield last night, and his friends say that he will not race at Eastern Park today against Schofield, as he is dissatisfied with the size of the purses offered. Wheeler's winnings this season are not nearly up to those of Zimmerman. Zimmerman's friends say that he must have cleared \$10,000 in prizes.

The truth of the statement was proven when at the N. C. A. races at Eastern Park on Saturday afternoon Wheeler was absent. Following the announcement of his dissatisfaction on Saturday, a daily paper on Sunday says:

Willis Troy states that Wheeler will not race in any more of the cash prize races unless the first prize is over \$40. For that reason he did not start in yesterday's races.

Now if any one knows of Wheeler's intentions W. B. Troy does, and it seems evident that unless the N. C. A. people feel disposed to treat their riders more liberally, they will have a nice little rumpus on hand. Of course Wheeler, if he feels disposed to keep out of the professional races, is only injuring himself. Since he has affiliated himself with the cash prize folks, there is no alternative for him but to race or sulk.

It is likely that other riders than Wheeler feel chagrined over the cutting down in the purses, but they have no one to blame but themselves. Wheeler has been making inquiries as to his chances in France, but he has been advised to remain at home for the present as the racing season is practically over in England and he would not gain anything by going abroad at this season. It is evident that Wheeler is looking for high game.

### New Jersey Division Affairs.

The resignation of George C. Pennell from the duties of secretary-treasurer of the New Jersey division has afforded Chief Consul Brown an opportunity to place one of the most popular wheelmen—Theodore F. Meserles—upon the executive board of the New Jersey division. Mr. Pennell a short time ago joined the ranks of the benedicts, and although his name has been identified with division affairs for years, he found the work too confining, which accounts for his resignation.

At the next election of the New Jersey division a new, but by no means unknown, set of officers will probably take the reins of office. It seems that G. Carleton Brown, who has served as chief consul for years, is likely to step out, and in his stead J. S. Holmes, one of the leading members of the defunct Business Men's Cycling League, of Newark, and now a prominent light in the Atlanta Wheelmen, of Newark, is to step into office. The New Jersey wheelmen are energetic. The proposed candidates for office are well known, and have the confidence and respect of the New Jersey wheelmen, so that the retirement of the old officers and the election of the new indicate no radical changes in the working of the division.

### Isaac Potter Returns.

On Sunday President Isaac B. Potter, of the Brooklyn Bicycle Club, returned home from a two months' trip to England. Mr. Potter in his search for road literature, thought that a trip abroad would be a good idea, and he speaks in glowing terms of his outing. He was at his office early this morning (Monday) superintending the work of the *Good Roads* magazine, and looked as brown as a berry after riding 1,000 miles over some of the most picturesque portions of England. He has gathered lots of road material for his magazine.

### Racing on a Historic Track.

Thomas Lloyd, the veteran sportsman of the Queens (L. I.) Amateur Athletic Association, arranged a race meeting on the famous old Queens track for last Saturday, which was well attended. Some well-known local riders competed and the contests were spirited and exciting. Summaries:

One-mile novice.—Chris Otten, C. P. C., first; John Johnson, Montauk Wheelmen, second; E. T. Dinnars, C. P. C., third. Time, 2:57 3-5.

One mile for wheelmen living in Queens County.—H. T. Quartrup, Q. C. W., first; C. E. Langdon, second; W. W. W. Roberts, Q. C. W., third. Time, 3:02 3-5.

Half-mile handicap.—Frank E. Doup, K. C. W., first; Chris Otten, C. P. C., second; D. Sunnam, Flatbush, third. Time 1:17 4-5.

One-mile 3:00 class.—George W. Shannon, Prospect Wheelmen, first; D. Sunnam, Flatbush, second; Frank E. Doup, third. Time, 2:50 4-5.

Half-mile scratch.—Paul Grosch, Passaic A. C., first; F. G. Brown, K. C. W., second; L. Rauschkolb, Metropolis Wheelmen, third. Time, 1:25 4-5.

Two-mile handicap open.—G. W. Shannon, P. W., 90 yards, first; F. E. Doup, K. C. W., 110 yards, second; A. K. Pitcher, M. W., 140 yards, third. Time, 5:50.

One and one half-mile team relay race.—Rockville Wheelmen, F. D. White, C. E. Langdon, E. N. Smith, first. Time, 4:18 4-5. Queen County Wheelmen, H. T. Quartrup, H. Burrell, W. C. Pettitt, second. Time, 4:16 4-5. Mercury Wheelmen, C. Cutter, J. W. Zipp, R. B. Bailey, third. Time, 4:22.

Two of the Q. C. W. men crossed the tape a foot or so earlier than allowed by the condition. The race was awarded to the Rockville Wheelmen.

### It Was a Farce.

A cycle dealers' tournament in this city was given a trial on Saturday and proved a dismal farce. About 500 people went out to the Manhattan

field to witness some races which were wretchedly managed, poorly advertised, and uninteresting to such an extent that at the termination of the day's events the field was almost deserted. Races were arranged for policemen, firemen, letter carriers, militiamen, and cycle dealers, but in all but the cycle dealers' races the prizes went begging for the lack of entries. The trade supported the event very liberally, so that it was unfortunate that it was not a success.

### Clubs Indulge in a Picnic.

The Metropolitan Association of Cycling Clubs held a picnic run to New Dorp, Staten Island, on Sunday. Among the clubs who participated were the Manhattan, Riverside, Columbia, New York, Tourist, Hudson County, Brooklyn, Long Island, Kings County, Atlanta Wheelmen, and others. The clubs made a good turnout and enjoyed an excellent shore dinner. This is really the first time in many seasons that there has been an intermingling of the clubs.

### Cash Prize Races.

The attendance at the races of the National Cycling Association in Brooklyn on Saturday was small. Wheeler did not compete, and Schofield did nothing to indicate that he is the star that has been advertised. It was very noticeable that the purses were small. Summary:

One-mile open, first heat.—Carl Hess, first; J. W. Schofield, second; H. E. Bartholomew, third. Time, 2:48 2-5.

Second heat.—C. W. Price, first; J. A. Newhouse, second; C. E. Kluge, third. Time, 2:39 1-5.

Final heat.—Carl Hess, first; C. E. Kluge, second; C. W. Price, third. Time, 2:49 1-5.

Two-mile handicap.—H. Kanaska, 290 yards, first; J. A. Newhouse, 340 yards, second; H. E. Bartholomew, 220 yards, third; C. W. Ashinger, 40 yards, fourth. Time, 5:05 2-5.

Five-mile handicap.—J. A. Newhouse, 280 yards, first; F. E. Starbuck, 260 yards, second; Frank Albert, 340 yards, third; C. W. Ashinger, 340 yards, fourth; A. B. Rich scratch, fifth. Time, 12:48.

## THE MODERN WONDER.

EDITOR THE BEARINGS: It was not my good fortune to be born great, and my achievements since that event will hardly startle posterity, yet in the past fortnight I find greatness thrust upon me in a perfect deluge—thanks to a few misinformed newspaper men. Many an ambitious racing man has struggled against discouraging reverses, ay, many have even paid their own expenses for the scant recompense of a little newspaper mention, while I have lately enjoyed that distinction without effort or solicitation. According to one of the dailies, I won a second place at Ottawa, Ill.; another has me second in Saginaw, Mich.; the third, oh, crowning glory! condemns Tyler to second place at Ansonia, Conn., and all this time I am sitting demurely at home reading of my numerous victories and rapidly outgrowing my new fall derby. And now comes *Cycling Life* to explain matters and announces to these deluded scribblers that I have been in Bay City, Mich., all the time. O sage informer, guess again! There is something so agreeable in seeing men of letters mystify themselves, and knowing that I could, if I would, enlighten them, that I am loath to end the farce.

CHICAGO, ILL., Sept. 12.

E. W. BALLARD.

### Used a Ninety-two-inch Gear.

BOSWELL, IND., Sept. 8.—In the five-mile race here today the riders from La Fayette, Danville, Ill., and other points in western Indiana and eastern Illinois were thunderstruck by the appearance on the track of a machine geared to ninety-two inches. The sprocket-wheel looked like the side wheel on a Mississippi steamboat. The cranks were nine inches in length and nearly reached the ground. The rider was six feet four inches in height and looked equal to the task of getting the machine under headway and keeping it moving. One of the cracks remarked, "He is either a fool, or else he knows his business." At the crack of the pistol the ninety-two-inch gear started like a freight train on an up grade, but the rider soon had it under headway and then he set a pace that made the field groan. The track was soft and sandy and badly cut up from the pacing and trotting contests that had gone before, but in spite of this and a strong wind he moved up the back stretch in a manner that gave him 300 yards lead in the first half-mile lap. Then the field went after him and in a desperate spurt caught him and hung on; but the going was too warm, and the favorite of the field was killed off before the finish. On the last lap Scott, of La Fayette, Ind., from the extreme rear, started the spurt and caught the leaders at the eighth pole, where they spread for the finish, forcing him out into the soft sand. However, he finished second, with Gangwer, of Mulberry, first, and the "man o' the ninety-two-inch gear" lost in the spurt, without getting a place. Time, 15:41. The rider of the ninety-two-inch hails from Morocco, Ind., and the sprocket was manufactured from his design. The other contestants say that if he could have held the pace he set for the first mile that he would have killed the entire field before the finish. The race was a part of the Benton (Warren County) fair programme, and was enthusiastically received.

### Warman & Schub Consolidate.

J. I. Warman, of Warman & Hazlewood, has formed a partnership with C. H. Schub and the two will conduct the Warman-Schub Cycle House and will be located, for the present, at 108-110 Dearborn street, Chicago. They will move into more commodious quarters next year, and will do a large jobbing business in Coventry Crosses, Cataracts, and a line of medium-grade wheels. They will also carry on their retail business.

It rained in Chicago last Tuesday for the first time in 85 days.



## ZIM DIDN'T COME.

### Boston Is Angry at the Champion for Failing to Attend the Big Meet—Sanger Wins.

BOSTON, MASS., Sept. 9.—This has been a great day for the A. C. C., of Boston and vicinity, and they have a knife in their pockets for Arthur Augustus Zimmerman. He promised them faithfully, by wire Friday afternoon from Springfield, to come and race, and as Sanger was on the docket to appear, they thought they had a good thing and advertised it accordingly. But when the spectators walked to the entrance they were greeted by a great black sign that said, "Zimmerman is not here." This was a good thing to do on the part of the management, and showed that they were fair in the matter. There is a vague report to the effect that Zimmerman, as soon as he had sent his dispatch, turned round and said to some one standing near, "Oh, I am not going down there." Perhaps the Springfield people realized that the bloom of the attraction of the meeting of Sanger and Zimmerman would be taken from their meeting at Springfield this week, if they met at Boston. However that may be, Zimmerman's name is mud in Boston and always will be. The Boston papers are roasting him without any compunction, and he richly deserves it. A man who gets so great in his own eyes that he can break his word at will, as he has several times this year, is too great to live, and he should die right off.

Going up on the train there was a lively little time. Chief Consul Perkins had an experience which will do good for the future. For some time now there have been three professional gamblers following the races and working the shell game. Perkins heard of it and determined to stop it. He discovered the men on the train and proposed to turn them over to the railroad officers. They threatened to kill Perkins and said a few other little pleasantries, but Perkins was not to be frightened, and succeeded in finding the conductor with all three in tow. One of them jumped off the train and rolled down several miles of embankment more or less, while the other fellows were handed over. We have a fighter in our chief consul.

But the races themselves were a great success, even if the Zimmerman was not there. Sanger was there and rode his prettiest. He made a great impression and took everything he went in, winning the mile international with Windle second, and Dirnberger third. Tyler slipped his pedals and was out of it.

Sanger first appeared in his heat of the two-third-mile open, in which he ran away from Willie Windle and displayed to an admiring audience of 7,000 people the same form he showed at Detroit, when he twice defeated Zimmerman. He next appeared in his heat of the mile international and in this allowed Taylor to beat him. Later he appeared in the heat of the third-mile open, in which he defeated Tyler handily. He rode in but one final, the mile international. In this he rode in last position until the sprint, following Windle, and passing Dirnberger, Bliss, and Taylor, and finally passing Windle and winning by a length. Githens won both laps in this contest, in spirited dashes with McDuffee, taking a \$100 diamond for his work—a \$50 diamond was offered for each lap. Sanger's time in this race was 2:19 57-60, track competition record for the time being. But the \$150 diamond was not to be his, for E. C. Bald, the Buffalo lad, twice rode under this time, his mile in the handicap, second heat, being 2:18 2-5, and in the final of the same race, 2:17 3-60. In the latter performance he, with Bliss, started from scratch, and the latter made the going until the field was caught, being beaten out in a terrific finish. A. W. Porter, of Waltham, led the sprint and won by a foot from Bald, Bliss sitting up and allowing Miller to take third. Bliss afterward said he felt that he ought to beat Bald, but had not the necessary strength, having been traveling thirty hours to get there. All the trial-heat contests were loafs to the sprinting point, time limits being placed on finals only.

#### Summary.

One-mile novice.—L. P. Callahan, first; W. F. Parker, second; Gus Lemke third; A. J. Burrows, fourth. Time, 2:49 6-60.  
Two-thirds mile open, first three in each heat to qualify; first heat.—E. A. McDuffee, first; H. A. Githens, second; G. C. Smith, third. Time 2:01 33-60.  
Second heat.—H. C. Tyler, first; G. F. Taylor, second; E. C. Bald, third. Time, 1:56 29-60.  
Third heat.—W. C. Sanger, first; W. W. Windle, second; A. W. Warren, third. Time, 1:58 30-60.  
Final heat.—H. C. Tyler, first; G. F. Taylor, second; H. A. Githens, third. Time, 1:55 5-60.  
One-mile international, first three in each heat to qualify; first heat.—M. F. Dirnberger, first; H. C. Tyler, second; Windle, third. Time, 5:57 13-60.  
Second heat.—G. F. Taylor, first; W. C. Sanger, second; H. A. Githens, third. Time, 2:58 32-60.  
Third heat.—J. P. Bliss, first; A. W. Warren, second; E. A. McDuffee, third. Time, 3:03 47-60.  
Final heat.—W. C. Sanger, first; W. W. Windle, second; M. F. Dirnberger, third; J. P. Bliss, fourth; G. F. Taylor, fifth. Time, 2:19 57-60.  
One-mile 2:40 class, final heat.—F. J. Titus, first; H. J. Pote, second; J. C. Wettergreen, third. Time, 2:37 51-60.  
Third-mile open, first three in each heat to qualify; first heat.—E. C. Bald, first; G. C. Smith, second; P. J. McDuffee, third. Time, :47 44-60.  
Second heat.—M. F. Dirnberger, first; H. C. Tyler, second; E. A. Nelson, third. Time, :51 5-60.  
Final heat.—H. C. Tyler, first; M. F. Dirnberger, second; E. C. Bald, third. Time, :48 25-60.  
One-mile handicap, first five in each heat to qualify; first heat.—A. W. Porter, 55 yards, first; H. C. Tyler, scratch, second; A. W. Warren, 50 yards, third; J. P. Bliss, 20 yards, fourth; P. J. McDuffee, 90 yards, fifth. Time, 2:24 10-60.

Second heat.—E. G. Merrill, 110 yards, first; O. S. Brandt, 110 yards, second; E. C. Bald, 25 yards, third; J. P. Clark, 80 yards, fourth; E. H. Snow, 115 yards, fifth. Time, 2:17 29-60; Bald's time, 2:18 2-5.

Third heat.—F. B. Emerson, 100 yards, first; F. J. Miller, 100 yards, second; W. M. Pettigrew, 135 yards, third; C. G. Williams, 115 yards, fourth; T. M. Holdsworth, 150 yards, fifth. Time, 2:26 13-60.

Final heat.—A. W. Porter, 55 yards, first; E. C. Bald, scratch, second; F. J. Miller, 100 yards, third; J. P. Bliss, scratch, fourth. Time, 2:16 28-60.

## KING OF THE CASH PRIZE LEAGUE.

Such is the title that Harry C. Wheeler has earned for himself since joining the National Cycling Association. He is a mere boy, barely twenty-two years old, but has long been known as a speedy rider. Early this spring he opened his season's work auspiciously by defeating Zimmerman twice in one day at Savannah, Ga. He was one of the first of the amateurs to announce his intention of joining the ranks of the new professional league and has been racing and winning the purses among the professionals since the opening day of N. C. A. racing. As a professional he has never lost a scratch race and has done some remarkable riding in handicaps, winning time and time again from scratch while conceding enormous starts, and has frequently made phenomenal time, and now holds the honor of having ridden the fastest five miles ever made in competition—and that on anything but a fast track. The figures are 12:04 1-5.

### Canton Raided by Pot Hunters.

CANTON, ILL., Sept. 8.—The Chicago pot hunters descended upon this quiet village today like a wolf on the fold and carried away all of the best races. Levy, of the Chicago C. C., rode particularly well, defeating Bert Myers, of Peoria, in the half-mile open.

#### Summary.

One-mile novice.—A. S. Perkins, first; Edward Nevill, second; E. Spence, third. Time, 3:06.  
Half-mile open.—James Levy, Chicago, first; Bert Myers, Peoria, second; C. H. Peck, Chicago, third; G. W. Denison, Chicago, fourth. Time, 1:13 3-4.  
One-mile handicap.—James Levy, first; G. W. Denison, second; C. H. Peck, third; F. J. Wagner, Chicago, fourth. Time, 2:24 4-5.  
Quarter-mile open.—Bert Myers, first; James Levy, second; W. S. Chestnut, Havana, third; Bert Repine, Galesburg, fourth. Time, :37 3-5.  
Two-mile handicap.—James Levy, first; C. H. Peck, second; F. F. Kneer, Peoria, third; G. W. Denison, fourth. Time, 5:16 3-5.  
One-mile county championship.—Thompson, Perkins, Anderson, and Dean won in the order named.  
One-mile team.—Chicago: Wagner, Peck, and Levy, 3 points. Peoria: Myers, Woolas, and Kneer, 2 points.  
Three-mile handicap.—G. W. Denison, first; R. F. Gough, Peoria, second; C. H. Peck, Chicago, third; J. B. Woolas, Peoria, fourth.

### Transportation Day.

Huge crowds saw the magnificent parade made by the exhibitors in the Transportation Building last Saturday. Every style of vehicle was represented and the most prominent was the bicycle. The denizens of the gallery had gone to great pains to make their end of the show compare favorably with the others and they succeeded in making a decided hit. All of the participants were dressed in costumes hired for the occasion. M. J. Budlong, as Columbus, led the bicycle section on a Columbia and right royally did he lead his men. "Pop" Field did not have to wear false whiskers to properly represent "Uncle Sam," as his hirsute appendages were of the exact shade. Sam White, on a Monarch, looked the American farmer and was loudly cheered. Campbell, of the Yost Co., was disguised as a Chinaman, and since the parade will drink nothing but tea, as he says it is his national beverage. The Gormully & Jeffery Mfg. Co. showed up well with their "copper-rim tribe of copper-colored braves," which consisted of twelve stalwart Indians, in full war paint, each mounted on a copper-rim Rambler. At the belt of each warrior was suspended scalp locks labeled with the names of other well-known wheels. This exhibit, characteristic of the well-known G. & J. trademark—an Indian mounting a Rambler after discarding his horse—elicited great applause.

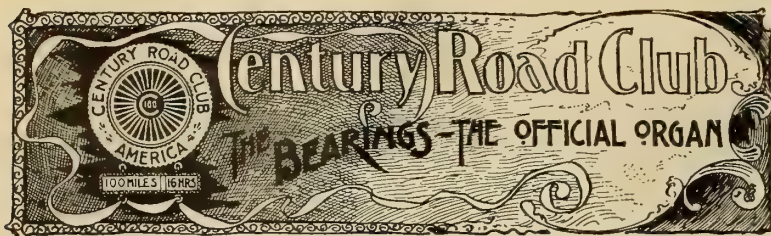
### A 24-Hour Road Ride.

WASHINGTON, D. C., Sept. 10.—The continued spell of good riding weather and consequent good roads has made the district wheelmen unusually active during the past fortnight. But little was talked of during the week just passed save the record made by Mr. Wahl on the Conduit road Sunday. Wahl made 273 9-10 miles in 24 hours. This is a record; but a number of local riders of some note say it will not stand long. The Arlington Wheelmen and the Washington Road Club were to have an old-time run today, but the rain possibly has prevented it. Every man will have to ride a high wheel and carry his own lunch. The penalty for riding a safety or any other than a solid-tired high wheel, will be to return home by foot. Those who are thus punished can get their pedals next morning.

The days of chivalry are not yet over. At a Kansas meet recently, Anderson was fouled in the five-mile open and severely injured. He pluckily remounted and finished second to Ed Camp. Anderson fainted at the finish and when Camp heard of it he gave up first prize to him, saying that he supposed he was beating a well man.

John Brett, an employe of the Indiana Bicycle Co., has been arrested, charged with robbing the North Indianapolis postoffice. He claims that he is innocent.





## CENTURY ROAD CLUB OFFICERS.

PRESIDENT	W. A. Skinkle, Case Bldg., Cleveland
FIRST VICE PRESIDENT	F. W. Gerould, 108 Madison St., Chicago
SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 293 Wabash Ave., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

### Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 293 Wabash Ave., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 444, New York
ROAD RECORDS	R. D. Garden, 291 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

### State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Holm, 908 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Perrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, R. B. Whitehead, Westfield.
Delaware, S. W. Merrihew, Wilmington.	North California, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 602 F. St., Washington.	New York, C. Edward Wood, 202 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Illinois, R. C. Lennie, 287 Wabash Ave., Chicago.	Oregon, W. Newton, 333 Morison St., Portland.
Indiana, Frank L. Rough, South Bend.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Iowa, J. A. Pallister, Ottumwa.	Rhode Island, C. W. Weld, Providence.
Kansas, H. E. Harris, Boston Bldg., Ft. Scott.	Tennessee, George C. Brodnax, 290 Main St., Memphis.
Kentucky, Orville W. Lawson, 617 W. Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edwd. Nelly, Parkersburg.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	Wisconsin, Frank Bolte, Milwaukee.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Michigan, W. E. Metzger, Detroit.	England, Maj. Knox Holmes, London.
Minnesota, Colie Bell, 703 Niccollet Ave., Minneapolis.	France, A. G. Roux, 54 Boule. Du Temple, Paris.

### Applications for Membership.

J. F. Dings, 402 W. 2d St., Ottumwa, Iowa.	John H. Hunter, 123 & 125 N. Erie St., Toledo, Ohio.
J. M. Kilgore, Colfax, Ill.	H. J. Bonney, 216 Cass St., Chicago.
F. H. Watrous, 525 Genesee St., Waukegan, Ill.	Mrs. J. Kelly, 171 22d St., Chicago.
Jos. A. Sandberg, Menominee, Mich.	

### Lady Centurions Accumulating Bars.

Miss Lizzie Hegerty writes Secretary Templeton, of the C. R. C., from Fulton, Ill., as follows:

"Miss Porter and I left Chicago Tuesday September 5 for Clinton, Iowa, via. Addison, Wayne, St. Charles, Elburn, Lodi, Rochelle, Ashton, and Franklin Grove, where we remained all night at the Franklin House, having completed our first century. We left early next morning for Grand De Tour, Dixon, Sterling, Morrison, Fulton, Lyons, and Clinton, and then returned through Lyons to Fulton to complete the second century, making three bars, due August 27 and September 5 and 6.

"We expect to leave Fulton Tuesday and return to Chicago via. Mt. Carroll, Freeport, Rockford, Belvidere, and Elgin. If we have poor roads or feel tired we will make only one century on the return trip. We had a very pleasant time, and only one puncture each, which we repaired easily in ten minutes."

## NEWS FROM AUSTRALIA.

MELBOURNE, AUSTRALIA, August 4.—This is always a very quiet and uneventful time of the year in cycling circles, consequently there is little or no news to send across the water. The result of the World's Fair international races is looked forward to with much interest here and it is expected that a lot of records will be broken.

The programme for the next Austral Wheel Race meeting, to be held on December 2 and 9, has just been issued and has met with general favor among the racing men. The coming season promises to prove very successful. Bob Lee, the well-known trainer, has got the Scotch college training track in excellent condition, having completely re-made the surface, and in about a month's time it will no doubt present a busy appearance.

The trade is very quiet just now, but such is always the case during July and August. The formation of the new league is being brought to a satisfactory completion and the body will be in full swing by Austral time.

The M. B. C. are trying to induce Zimmerman, or some of your numerous fast riders, to visit Australia and compete in the Austral Wheel Race in December. Any one coming from Yankee land would be sure of a hearty welcome and ought to pick up a good many dollars during the season, as there is every indication of plenty of racing and liberal prizes.

At last we are to have a cycling paper in this city. The first issue is to appear in a few weeks, but the title has not yet been announced. It is to be hoped it will be a success, as a journal devoted entirely to the sport has long been wished for by the cycling fraternity.

"EARLY BIRD."

## RECORD BREAKING GALORE.

The English Mile and Meintjes' Chicago Records Broken—Remarkable Tandem Ride.

LONDON, Sept. 20.—After an uncommonly long period of dullness we have jumped in.o the record season. Seldom if ever have more brilliant performances been crowded into one week than those I have to record today. On Monday evening, at Herne Hill, J. W. Stocks, of the Hull Grosvenor C. C., and the twenty-five mile amateur champion, went for G. E. Osmond's recent hour record. Assisted by a crowd of first-rate riders Stocks got inside record at four miles (9:20 3-5), and with the exception of the twelfth mile made new records up to twenty-five miles (59:31 3-5), completing 25 miles 360 yards in the hour. The previous best was G. E. Osmond's 24 miles 1,717 yards in the hour. Thus Stocks is the first man to cover twenty-five miles in 60 minutes. P. Coleman timed.

### Breaking Meintjes' Chicago Records.

On Wednesday evening, at Herne Hill, J. W. Stocks started again to try and beat the records made by Meintjes at Chicago. Getting in front of record in the third mile (6:35 2-5), mile after mile was reeled off regularly, 25 miles 690 yards being covered in the hour. At thirty-three miles Stocks was 6:37 1-5 in front of Meintjes' time and 6:40 in front at forty miles. In two hours he covered 48 miles 600 yards. Fifty miles were recorded in 2:05:45, and changing his machine at this point he rode on until sixty-three miles were accomplished in 2:45:10. P. Coleman again officiated with the watch.

Last night J. W. Stocks and G. E. Osmond started on a tandem safety at Herne Hill, and reduced the times for all types of machines from two to twenty-seven miles. In the hour, 26 miles 156 yards were put in. Twenty-seven miles were covered in 1:02:04 4-5, when the riders stopped, owing to Stocks' saddle becoming uncomfortable.

### Mile Record Lowered.

Later on they came out to pace A. W. Harris, who attempted to lower the mile record of 2:09 3-5 made by Meintjes before he left this country. Tying Bradbury's 1:03 4-5 for the half, Harris sped on and finished the full distance in 2:07 2-5. Pem Coleman took the times in each case.

Last Monday F. T. Bowen, of the Mid Surrey C. C., lowered the tricycle record from London to Brighton and back. The distance is 104 miles and Bowen's time was 7:34:56, or 1 minute 42 seconds better than the previous best. He was paced from Brighton by E. Dance, who holds the Brighton and back safety record.

### Result of the Twenty-Four.

The following was the result of the North Road 24-hour race:

F. W. Shorland, North Road C. C., 370; F. T. Bidlake, North Road C. C., 330 1-2; H. Hammond, Essex Wheelers, 325 1-2; R. H. Carlisle, Anfield C. C. and North Road, 307; E. J. Waygood, North Road C. C., 302; J. Atto, Pickwick C. C., 281; H. W. Smith, North Manchester, 278.

Shorland's chance of winning was never in danger after he broke away from the crowd with Bidlake, eleven miles from the start. Bidlake did a magnificent performance considering the wind. This is the fifth time he has been the leading tricyclist in all-day rides. Hammond finished in good style and was never troubled by punctures, of which others bitterly complained. Carlisle went to sleep at 11 p. m., quite unable to proceed further. He was rather a disappointment, although he lost over an hour in puncture repairing. Waygood never punctured and his performance was a surprise. Atto is over sixty-one years of age and no finer performance has ever been accomplished on a wheel by a veteran of similar age. It is curious to note that the first three men were the same as in the Cuca. Here are the two sets of figures for comparison:

Shorland	Safety	Path, 426	Road, 370
Bidlake	Tricycle	Path, 410	Road, 330
Hammond	F. D.	Path, 398	Road, 325

Last Saturday's was the fifth 24-hours that Shorland has won. On the road his totals have been 326 miles, 366 1-2 miles, and 370 miles, respectively. Certainly a remarkable series.

Lawrence Fletcher has failed twice to get on terms with the Lands End to John o'Groats record. On the 14th ult. his wheel buckled after he had ridden fifty miles alone near the start. On the 16th ult. he went again, only to experience a similar mishap after passing Kidderminster (278 miles). It is stated that he started a third time on the 28th ult.

### The Scottish Championship.

The Scottish 100-mile championship was decided at Hampden Park, Glasgow, on Thursday. Although a start was made at 2 p. m., the finish took place in darkness, R. A. Vogt winning by two yards. The pace throughout was very poor, pacers being disallowed. Time 5:36:09 3-5.

John S. Prince is reported to have reached Queenstown on the Britannic on Thursday. He will race at Herne Hill, Belfast, and Boulogne, his object being to win the title of champion of the world.

Donald Lacaille has left the service of the Crypto Cycle Co. Ltd.

C. W. HARTUNG.

### Broke a Road Record.

NEWARK, N. J., Sept. 9.—The Elizabeth Wheelmen scored forty-eight points in the ten-mile team road race of the Associated Cycling Clubs of New Jersey today, and won the race. James Willis made the ten miles in 27:26, which is below record time. He would have made better time had he not ran into a boy within twenty feet of the tape.



# Columbia Dealing is Fair Dealing.

Fair, because we sell the best bicycle that skill and ingenuity can produce. Fair, because it is sold to everyone at **one** fair price. The bad faith which characterizes the dealings of any concern listing goods at double their value, only to sell them later, on a sliding scale, for what they will bring, deserves the severest condemnation. There is no business stability, no business integrity, in such practice. When the price is fixed for a year's product of Columbias, it is fixed fairly and adhered to.

*By cutting the price of his machines in the midst of the season a manufacturer makes public acknowledgment that his goods are not worth what has been charged for them.*

Because there is but one price, purchasers of Columbia Bicycles have the assurance that they buy their machines at the bottom price, and that the price paid is always commensurate with the value of the machine purchased.

Boston.  
New York.

Pope Mfg. Co.

Chicago.  
Hartford.

MENTION THE BEARINGS

## NOTHING BETTER FOR TOURING.

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW BRUNSWICK, N. J., Aug. 4, 1893.

GENTLEMEN:

I inclose you a clipping from a local newspaper relating to the splendid record of my Hartford Safety and the Columbia tires with which it is fitted, in particular.

I have ridden my wheel 2,363 miles and, with the exception of a few minor items, it has cost me nothing for repairs, and the wheel looks today as good as when purchased a year ago.

As I recall some of the trips taken in the mountain section of the State, the durability and stanchness of the Hartford wheel is more forcibly brought to my mind.

Yours sincerely,

GEO. W. VAN VECHTEN.

## THE HARTFORD CYCLE CO., HARTFORD, CONN.

—❖❖ Our New Tire ❖❖—

### The Wizard

AMONG the tires we offer for general sale is our new tire, to be known as

THE "WIZARD."

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

Hartford Rubber Works Company, Hartford, Conn.

MENTION THE BEARINGS



# Oh!!! But Say?



How some employers of the "hired men" must think and think when they cast their optics on this page. They pay out their good "hard coin" for their wins, while we put that good "hard coin" into the quality of our wheel and **get as many races as any of them.**

## RESULTS==THAT'S IT.

Amateurs win races on FOWLERS, while it takes a band of "Hired Men" on some wheels. **Savey?**

Date.	Place.	Firsts.	Seconds.	Thirds.	Fourths.	Remarks.	Riders.
Aug. 25	Indianapolis	1	1	1			Barrett, Kennedy, Bode.
26	Cincinnati		2	1			Bode, Kennedy.
26	Kansas City	1	1				Burt, Warren.
26	Philadelphia	1	1		1	only one Fowler there	Hanley, Sickel.
29	Circleville, Ohio	1	1			only one Fowler there	Olds.
29	Holden, Mo.	2				only one Fowler there	Warren.
30	Champaign, Ill	1	2				Peck, Levy.
31	Ottawa	4				only one Fowler there	C. T. Knisely.
Sept. 1	Decatur	1	1	1			Peck, Levy.
1	Saginaw		2		1		Kennedy, Bode.
1	Kansas City	2	2	1			Burt, Wood, Warren.
2	Saginaw	2	2	2	1		Kennedy, Bode.
		16	15	6	3		
6 prizes or more---Illinois Club Race.							

Grand Total==46 Prizes. 8 Days. 12 Meets.

# Won on Fowler Wheels

## By Amateurs==Not Hired Men!

If this isn't record for these United States, we take off our hats to the successful manufacturers. (We don't care how many wheels the factory turns out, it's all the same.)

### AGENTS

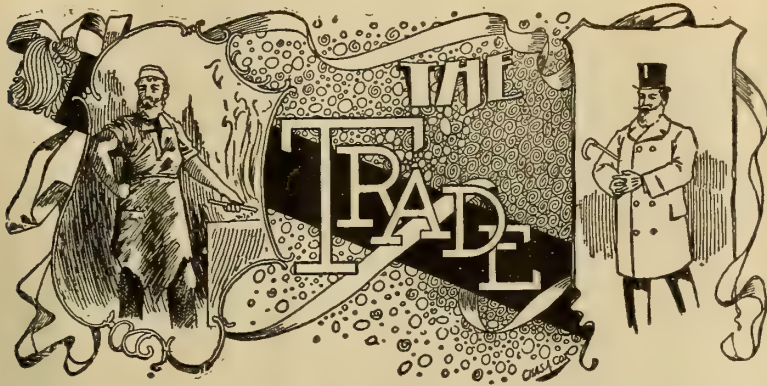
We hear you murmur, "By Jove, I must have that FOWLER WHEEL next year!"

# Hill Cycle Mfg. Co.,

142-148 W. Washington Street,

CHICAGO.





## MR. WARMAN'S VIEWS.

**He Thinks \$125 Will Be the Price of High-grade Wheels Next Year.**

"The public is beginning to believe that all cycle dealers are robbers and that they make immense profits," said J. I. Warman, of Warman & Hazlewood, last Monday. "The list price on high-grade wheels will never reach \$150 again and the dealers will find it hard work to educate the public to pay more than \$125 for them. The present quietude is caused by the depression in the money market and the cuts have become a necessary evil to raise sufficient money to carry on business. There are many makers who manufacture a good honest wheel who are compelled to either sacrifice their stock or go to the wall, and they choose the lesser evil. Auctions help them out, as they afford an opportunity to deplete stock rapidly, even if there is little or no profit.

"As I said before, the public will naturally look upon the old prices of \$150 or \$100, to a certain extent as excessive, and the people will expect to get low prices in the future. They will be accommodated, no doubt, but the high-grade wheel will sell for at least \$125. If the public wants the best, it must pay for it, as manufacturers who make goods to meet a demand will take care to insure a profit and this can only be done by using material of inferior grade and second-class labor. The buyer's effort to criticize closely the manufacturer's profit, will result probably in disaster in his purchase.

"What is needed is a cycle trade association, and the sooner one is formed, the better it will be for the trade. It would prevent cuts and result in a general good. The trade association connects primarily with cycle shows, which I regard as a necessary evil. The next show should be held in Chicago, which has a good claim on it. The League meet should not have any tendency to keep it away, and I think the best place for it is right here."

## Want Duty on Tubing Removed.

WASHINGTON, D. C., Sept. 8.—In the Ways and Means Committee hearing today, N. A. Gilbert, of Cleveland, representing the Shelby (Ohio) Steel Tube Co., appeared to argue for the removal of the duty on Swedish steel billets and blooms. He explained that his Swedish steel was used for the manufacture of bicycle tubing. This tubing, until the Shelby company was started, was manufactured only at Birmingham, Eng. The process was purchased by the Shelby Co. in 1891 and the industry started. The Swedish steel used, he said, had peculiar properties, which enabled it to be cold drawn for the formation of seamless tubes. It was produced nowhere else in the world. Over two million feet of this tubing had been manufactured by this firm out of this Swedish raw material, on which over \$38,000 of duties had been paid under the regular steel schedule imposing a duty of 1 1-6 cents per pound. Inasmuch as this class of steel was not produced in this country, Mr. Gilbert contended that the duty imposed an unnecessary hardship on the company. As the duty on the finished product is but 7 per cent. ad valorem, while that on raw material amounted to 40 per cent., he thought it only fair that the committee should place the foreign manufacturers and his own company on an equal footing.

## Puncture-Proof Band.

The Quadrant Cycle Co. are showing a novelty in the shape of a "puncture-proof band" for pneumatic tires. It is designed to be put in any two-tube tire, on the tread between the inner and outer tubes. The chief recommendation of the appliance is its simplicity. In appearance it is like an elongated ladies' satchel-bag, being composed of a silk tube, long enough to go around the entire periphery of the tire, filled with prepared cotton. The preparation of this cotton is a secret, but it appears to be nothing more than the common cotton of commerce treated with powdered rosin. From the nature of the band it can have little or no effect on the resiliency of the tire. A BEARINGS man tried in vain to drive pins and tacks through the band, and attempts to pierce it with a knife were equally futile. The Quadrant Cycle Co. control the patents on the device for England, America and several countries in Europe.

The Chicago Cycle Fitting Co., having filled all orders up to date, have gone out of business.

## DOES LOZIER AN INJUSTICE.

**Miller's Statement that an Attempt Had Been Made to Bribe Him is Denied—Miller a Little Mixed.**

Mr. E. B. Miller is a clerk employed by the committee of awards at the World's Fair. Last Wednesday H. A. Lozier and Fred W. Ensworth, accompanied by a BEARINGS representative, visited him, and before they got through he wished he was a eunuch in the harem of the Sublime Porte or fireman for His Highness the King of Hades. It all came about through an interview Mr. Miller had with the representative of an eastern cycling paper, in which Mr. Miller, speaking of the meeting of the cycle exhibitors addressed by Professor Thurston and Irvine, said:

The Lozier people were not invited to be present at this meeting because, firstly, a few days prior, an article had been published in the Chicago Herald signed by them, which cast unjust reflections upon the situation, and was unnecessarily harsh; it was signed by them as a copy of the letter addressed to the committee of awards. That letter reached the committee late the same afternoon, eight hours after it had been made public in the Herald. Secondly, the Lozier Co. were the only exhibitors who had attempted even the semblance of an insinuation in the way of a bribe to influence the award. These things considered, it was therefore thought best to rule them out of examination under any further circumstances. When I was spoken to by the cycle people present as to why the Lozier Co. would not be considered further, I replied that before any judge was chosen, the gentleman in charge of the Lozier exhibit had taken me by the arm, and said that he was very anxious to know about the judges; that he had come here to get an award, was bound to have it, must have it, and didn't care even if it cost something, and that he would make it interesting for me personally if I could aid him.

Both Mr. Lozier and Mr. Ensworth were indignant when they saw that Mr. Miller had charged the latter with attempting to buy an award, and Mr. Lozier came from Toledo to demand an explanation. Mr. E. B. Miller was found in his office and became very nervous when the callers stated their business. He did not attempt to deny the interview and told his side of the story. Said he:

"When I first met Mr. Ensworth (who was in charge of the exhibit during the early months of the Fair), I called to see him about filing papers showing the superior points claimed for your machine. Mr. Ensworth took me by the arm, walked up the aisle with me, and said exactly what I told the reporter in the interview you refer to. I am positive about it, but I didn't say anything about it at the time, and did not visit him again."

"If I had not written that letter withdrawing my exhibit, you wouldn't have said anything, would you?" asked Mr. Lozier.

"No," admitted Mr. Miller, "I wouldn't."

"Wasn't it your duty to report it at once if an attempt had been made to bribe you? Why didn't you do it?"

"I did not consider it in the nature of a bribe at the time," was the reply, "and so I kept quiet."

Mr. Ensworth then told his story. "This man came to me soon after the exhibition opened and asked me for the specification showing the superior points claimed for the Cleveland. I told him that the blank had already been filled out and filed. He had a bundle of papers in his hand and I saw one that resembled the one filed by the Lozier Company. I took it and showed it to him. He didn't know what to say and I smoothed matters over for him. I told him that we were there to get the award, as we thought we had the finest bicycle on earth and stood a good show of winning. I never told him that I would make it worth his while or even hinted at a bribe. I can prove all I say by a witness who stood by and heard all we said. Furthermore, I did not walk up the aisle with him, and if he says I attempted to bribe him he says what is false."

Mr. Miller stuck to his original statement, but nervously suggested that Mr. Ensworth, in his zeal to speak a good word for the Cleveland, might have said words that he (Miller) mistook for an attempt at bribing him. This Mr. Ensworth indignantly denied and said that when Mr. Miller had left the exhibit he left behind him the impression that he had been drinking. Then Mr. Lozier took a hand in the conversation and asked Mr. Miller what he meant by stating that the Lozier Company had been ruled out of competition, when they had already withdrawn. Mr. Miller was dumfounded for an instant, but finally said that he didn't exactly mean that, but had put it in that language to explain to the meeting why the Lozier Company were not represented. Mr. Lozier asked him if he had any money or property, for if he had he (Lozier) would consult his lawyer with a view to instituting a damage suit. Luckily for Mr. Miller he was not a rich man.

"You have done me a grave injustice," said Mr. Lozier. "I have as good a reputation as any man in this country, and I would not tolerate any crookedness, and I wouldn't have an award that had to be bought. You admit that you thought at the time that no attempt had been made to bribe you, and that you wouldn't have said a word if I hadn't written that letter to Mr. Thatcher in which I stated some strong facts. You took up the cudgel for Mr. Thatcher and you have wronged me. You ought to state in writing what you have just told me."

"Oh, I couldn't think of making a retraction," replied Mr. Miller. "What I have stated are facts. I don't want to wrong you." After a few moments Mr. Miller said that he would think over the matter and see if he could conscientiously write what Mr. Lozier justly asked.

THE BEARINGS man fully investigated the story. All of Mr. Ensworth's statements concerning what had occurred at the meeting with Miller were corroborated by an attendant who was present at the time. The charges made by Mr. Miller are evidently unfounded. Boiled down, it seems to be an attempt to get even with Mr. Lozier for withdrawing his exhibit and for the remarks made in his letter.



## A ONE-WHEELER.

**How the Buggy Rider of the Future Will Skim Over the Roads on a Single-Wheeler.**

"The report that the one-wheeled cart exists only in imagination is very far from the truth," said Arthur M. Plate to a San Francisco reporter recently. "The cart is the invention of a well-known Californian, to whom patents have recently been granted upon it, and more than a dozen of the peculiar vehicles are already in use."

Captain Alphons B. Smith, a pioneer of San Diego, is the inventor. Some years ago he conceived the idea that the time of a horse on the race course could be materially reduced if instead of the two-wheeled sulky a one-wheel cart could be used, and he forthwith set to work to devise a vehicle which would suit the purpose. He feels confident that at last he has succeeded in inventing something which fully realizes his brightest hopes, and something, too, which is destined to come into very general use throughout the world.

The axle of the cart is made in two pieces and is so arranged that the wheel turns very readily in any direction the horse can possibly pursue. Attached to the shafts near where they meet the axle are stirrups, designed to steady the rider in his position on the cart. Made for use on the race course, the unicycle, as some have called it, may be constructed so as to weigh only thirty-two pounds. One was recently manufactured at San Diego entirely of aluminum, the weight being a trifle less than thirty-two pounds, and the vehicle being strong and handsome.

"Captain Smith perfected the several patents last June," continued Mr. Plate, "and he and I are now preparing to introduce it to the public. No, it isn't true that a balancing pole goes with each cart. The driver isn't in a bit of danger of being tipped over. The cart can't be overturned unless the horse falls; and the motion isn't jerky."

"We feel confident that the one-wheel cart will drive the two-wheel pneumatic sulky from the track. Why? Well, because it minimizes friction and therefore admits of greater speed. The experiments thus far made on race courses in Los Angeles and Indiana leave no room for doubt that the one-wheel cart is certain of popularity among turfmen."

The inventor of this odd-looking cart is sanguine that before another year has rolled away hundreds of unicycles will be in use in San Francisco and hundreds more throughout the interior of California, especially in the mountainous districts. "The gilded youths will want them as a matter of novelty," he writes, "small traders and busy men of affairs will have to have them as a matter of convenience, and on race tracks and hill trails they will meet with general welcome. Strange, after all, that the world has worried along so many ages without the one-wheel cart. It had to come, however, in course of evolution. The tricycle, the bicycle, and the pneumatic-tire sulky have prepared us for the single-wheeler."

### 1,000 Miles World's Record.

The Raleigh Cycle Co. write: "By cable we learn that Lawrence Fletcher, who lately beat the Irish 24-hour record on his Raleigh road racer, with Dunlop tires, by twenty miles, started on a 1,000-mile pleasure trip over British roads on the 5th instant, and succeeded in doing the distance in 4 days 23 hours and 30 minutes, knocking 6 hours and 19 minutes off the record. And our New York to Chicago record for about the same distance stands at 10 days 4 hours and 39 minutes. Oh, for good roads!"

### Mr. Priest Is Here.

William Priest, the senior partner of the Quadrant Cycle Co., of England, is now in this country for a short time, and would be pleased to hear from any importing house handling bicycles or wishing to make contracts for a supply of high-grade English wheels in the coming spring. All communications should be addressed to Mr. Priest at either of the company's depots—309 Wabash avenue, Chicago, or 249 Columbus avenue, Boston.

### Nailed the Flag to the Mast.

"Well, Mr. Hughes, will the Quadrant Cycle Co. follow the example of some of their competitors and be seen no more on Cycle Row?" asked a BEARINGS man.

"No, sir," emphatically replied the genial manager. "We have nailed our flag to the mast. Here we are and here we will stay. Business is good considering all the drawbacks, and we expect to see it better next year."

### A New Scheme for Cycle Dealers.

Will C. Paine, of Evansville, Ind., is a bicycle dealer and a schemer. He has devised a scheme which he has proven a success through actual trial, and from which he is now making money. The same scheme can be worked to advantage in any large town. Enterprising dealers are referred to his advertisement in another column. It is hardly necessary to say that Mr. Paine's scheme is a legitimate one and he himself thoroughly reliable.

### A Cyclist's Pipe.

If you want to be English, you know, get one of the "patent attachable coat pipes." They are the latest thing in the old country and are handy for lovers of the weed. A small clip is screwed to the bottom of the bowl to attach the pipe to the lapel of the coat and the stem and bowl are connected by a flexible tube.

### Phelps & Dingle Make a Combination.

The Phelps & Dingle Mfg. Co., makers of the Ideal tire, announce that they have effected a combination with the Boston Woven Hose & Rubber Co., 2 Winthrop square, Boston, and that their business will be transferred to the Hub at once.

### Stolen.

A Tourist, No. 2,512, and a Rob Roy, No. 37,842, was stolen last week from the clubhouse of the John Kress Wheelmen, 434 East Fifty-eighth street, New York. A liberal reward is offered for their recovery.

### Have not Failed and Will Not.

The Marble Cycle Manufacturing Co. have wired us as follows: "All rumors of our failure are untrue. Have not and will not fail."

### Herrick Makes a Change.

William Herrick, late manager of the retail store of the Stokes Mfg. Co., Chicago, has made a change, and is now connected with Morgan & Wright, the tire makers.

### ROGER B. McMULLEN & CO.

No one believed that Ned Oliver could separate himself from Chicago for any great length of time. Progress is the watchword of both. So his friends are not at all surprised to know that has associated himself with the man whose name heads Chicago's latest cycle house. The new firm grew out of the failure of Parkhurst & Wilkinson. Mr. McMullen was the originator of the cycle supply department of that house and as a consequence is most thoroughly familiar with all the details of the business.



ROGER B. McMULLEN.

The new firm is located at 64 to 70 Ohio street. They will handle an even more extensive line of cycle supplies than did Parkhurst & Wilkinson, acting as selling agents for the entire United States for the Union Drop Forge Co., Chicago; Indianapolis Chain and Stamping Co., Indianapolis; Garford Mfg. Co., Elyria, Ohio; Hunt Mfg. Co., Westboro, Mass.; Snell Cycle Fittings Co., Toledo, Ohio; Mannesman Steel Tube Co., England.

Mr. Oliver will devote his principal attention to the eastern trade, while Mr. McMullen will look after the business end of the concern and the western trade.



EDWIN OLIVER.

### TRADE NOTES.

The Raleigh Cycle Co. have received a modest (?) request from an English surgeon in Bombay, India, to appoint him as their representative in that country, and he says that if they will give him three wheels and pay the expenses of himself, a lady companion, and two servants, he will agree to advertise the Raleigh throughout the country.

Cycling has caught on with the French as well as the Italian nobility. The Countess d'E— has just purchased ten Raleighs for the amusement of her guests at her chateau. List price was paid without a murmur.

J. I. Warman, of Warman & Hazlewood, is one of the few men in Chicago riding a front driver. He finds the free easy motion and good steering qualities of this machine much superior to that of the safety.

A Belgian inventor has invented a handle-bar with which an inexperienced or nervous cyclist can steer with one hand. This accessory is made of aluminum, is fixed to the center of the handles, and is very light.

Every cyclist in Germany carries a very visible number attached to the rear of his machine. He receives it when he registers, so it is useless for him to try to run away when he causes an accident.

Angle Bros., bicycle dealers at Evanston, Ill., have made an assignment to Charles Culberson. Assets and liabilities, \$3,000.

It is exactly ninety-nine years since ball bearings were first patented in France.

### Said to Have Stolen Two Ramblers.

George Trim, a shipping clerk in the employ of the Gormully & Jeffery Mfg. Co., has been arrested charged with stealing two bicycles and a quantity of repairs. He was arrested at Chillicothe, Ohio, and has been held to the criminal court.



## THE ALUMINUM BICYCLE.

The English papers have been commenting upon the new aluminum wheel and asked some pertinent questions about it. The St. Louis Refrigerator & Wooden Gutter Co. answer them as follows:

We claim an entirely new and original invention and distinct advance in the art of cycle building, the same consisting in the following principal features of construction:

First. Cycle frames, forks, handle-bars, seat-posts, or other parts successfully constructed of aluminum alloy, a metal practically three times lighter than steel, and possessed of the proper qualities to make it suitable for use in cycle construction.

Second. Cycle frames, forks, handle-bars, seat-posts, or other parts successfully constructed, each complete in itself, of one piece of metal without parts or joints of whatever kind.

Third. Casting cycle parts, the frames in particular, with their principal parts hollow, and with the metal properly distributed to insure greatest strength at points of greatest strain.

Fourth. In the aluminum alloy itself we have an entirely new metal or material of great value in the various mechanical arts, in that, under laboratory tests and in a practical use in cycles, it has shown a combination of strength, toughness, elasticity, or resiliency superior to any cycle or cycle parts made from other material. Also that the percentage of alloy being exceedingly low, the metal retains all the most valuable features of pure aluminum in respect to being unaffected by atmosphere, water, dirt, or handling, is non corrosive, and is susceptible of taking and holding a very high finish.

Fifth. The above features enable us to produce a cycle having the following distinct and apparent advantages over those constructed by usual methods:

(1) Lightness. We are enabled to save 25 per cent to 50 per cent over like steel parts.

(2) Simplicity. We make no joints in the aluminum parts; therefore all liability of poor or careless workmanship is avoided, and the number of parts is reduced, thus avoiding much skilled labor, and the use of intricate machinery in manufacture.

(3) Fine riding qualities. The resiliency and toughness of the aluminum parts make it possible to ride rapidly over rough surfaces with far less vibration and shock than with other cycles, and a consequent gain in speed, and also absence of fatigue, and increase of comfort for the rider. Also, that on smooth surfaces this same resiliency produces a certain "life" in the cycle, which adds much to the attainment of speed.

(4) Durability. There being no bolted or screwed joints in the aluminum parts, all liability of jarring loose is avoided. There being no brazed or soldered joints, all liability of burning or overheating the material is avoided. Furthermore, we avoid the certain corrosion and disintegration of the interior parts where such joints are made, caused by the use of acids and other chemicals in making the joints. The resiliency of the metal (it being elastic up to very near the point of rupture) makes a bent or sprung part practically impossible; thus all working parts are always kept in proper alignment and extra friction and wear avoided. This resiliency also operates to decrease the liability of rupture or breakage when the parts are through accident, or otherwise, subjected to unusual strains or shocks.

(5) Finish. Aluminum is its own best finish. On the aluminum parts we use no enamel which may flake or be scratched off, with resultant rusting, which occurs to steel under these circumstances. No nickel to be affected by moisture and time, thus the parts are always bright and perfect, and the machine is not only particularly handsome when new, but will always look equally well.

(6) Economy. For the various reasons above explained, the aluminum parts are practically indestructible, and always possess considerable value.

First, as to repairs. Being far less liable to breakage or bending, repairs will be needed much less. Should, however, any part become broken, we have a process whereby we can quickly and properly repair and correct the breakage without the expense of furnishing any new parts. Repairs so made, leave the machine in all respects equal to new. Furthermore, if in an extreme case the aluminum parts should be broken into small fragments, they still produce considerable value as old metal.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

## Mr. Marrett Has Nothing to Say.

It is rumored that on October 1 the Coventry Machinists' Co. will give up their Boston and Chicago stores and shake the dust of America from their feet. No cause is assigned, but it is supposed to be on account of the present condition of the trade in this country. When A. J. Marrett, manager of the Chicago store, was asked concerning the rumor, he said: "I have nothing to say."

## A LEAKY OIL CAN

Is dear at any price. Experienced riders tell you that the "PERFECT" POCKET OILER is cheaper at 25 cents than any other oiler as a gift. The "Perfect" does not leak. It regulates the supply of oil to the exact amount needed. Be sure that the word "Perfect" is stamped on your oiler.



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Mention The Bearings

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but here is one for you. I have originated a most practical and successful plan whereby bicycle dealers can carry on a good paying business during the dull season, without any investment of capital.

This is no wild-cat scheme, but a good, solid business, requiring but a little of a man's time. Will bring in a cash profit from the very start. Can easily be operated by a lady, and after being established can easily be carried on all the year round in connection with other business. Send me five dollars (\$5.00), with your name and address, and I will mail you a full explanation, with working plan and complete instruction. Strictly cash business and very profitable. I will only supply one dealer in a city. Refer by permission to the editor of THE BEARINGS.

Mention  
The Bearings.

**W. C. PAINE, Evansville, Ind.**

## Bicycle Machinery and Stock ASSIGNEE SALE.

On Saturday, September 30th, 1893, at 12 Noon,

I will sell at Public Auction, to the highest bidder, all the Machinery, Stock, and Tools of the

**Vincent Cycle Manufacturing Company,**

at the office of said company, located at No. 13 Gull Street, Buffalo, N. Y. A rare chance is here offered. Terms Cash or its Equivalent. For information address:

**Francis J. Hamilton, Assignee,**

13 Gull Street, BUFFALO, N. Y.

MENTION THE BEARINGS



**More Twin City Races.**

ST. PAUL, MINN., Sept. 9.—St. Paul and Minneapolis are both to be treated to more cycling races this season. The Flour City contingent have arranged for a twenty-five-mile handicap track race, to be held at the Minnehaha course, probably on September 30. Three time prizes and ten place prizes will be offered, and extra endeavors will be made to induce riders from all parts of the state to attend. In addition to the twenty-five-mile race, several shorter contests will be run, consisting of one, two, and five mile handicaps.

The St. Paul Cycle Club will hold a series of short races on September 16, to be participated in by their members only, at the Kittsondale track, if it can be secured. The events will consist of quarter-mile dash, half-mile, one-mile handicap, quarter-mile against state record, and one-mile bicycle against foot runner, the latter with a handicap of 1,000 yards. The events in each city are arranged with a view to increasing local enthusiasm in wheeling, in the hope that next season the Twin Cities will rank as the cycling center of the Northwest, and that several meets in both places may be run successfully.

**Does Not Look Just Right.**

There was evidently a little crooked work in the recent 24-hour road race at Pittsburg, and more than one rider rolled up several miles in a wagon. A Pittsburg paper says:

The 24-hour bicycle race which took place, or rather is alleged to have taken place, the early part of the week, has, as expected, turned out to be a great fiasco. When reputable bicyclists take to riding on trains, in wagons, and anything that will carry them, when they can't ride their wheels through mud, and then claim they made the trip, it is very near time to call such races "fakes." And that is about what the 24-hour race was, if the opinion of some honest bicyclists is worth anything.

M. Pautrat, a bicycle manufacturer, will soon run from Paris to St. Petersburg. He has ridden a bicycle since childhood. Although he has never raced, he claims he will succeed in his attempt.

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MENTION THE BEARINGS

**Recent Patents.**

- 502,717. Velocipede. Augustus L. Hahl, Chicago, Ill. Filed June 24, 1892
- 502,731. Cushion tire. Woodburn Langmuir, Toronto, Canada. Filed November 7, 1892.
- 502,741. Wheel tire. Henry Myers, Philadelphia, Pa. Filed July 7, 1892.
- 502,802. Mud-guard for velocipedes. Richard M. Woodhead, Nottingham, England. Filed March 21, 1892. Patented in England June 20, 1891, and Germany February 21, 1892.
- 502,803. Bicycle speed-gearing. James L. Abbott, Fort Lee, N. J. Filed December 4, 1891.
- 502,808. Tire for carriage-wheels. George W. Bryan, Rowayton, Conn. Filed March 20, 1893.
- 502,866. Bicycle. Oscar Schmiedel, Bethany, W. Va. Filed September 22, 1892.
- 502,916. Changeable-speed device for bicycles. William B. Swan, Seymour, Conn. Filed June 8, 1892.
- 502,927. Ball-bearing for vehicle wheels. Edward A. Jones, Tonawanda, N. Y. Filed February 16, 1893.
- 502,949. Brake for bicycles. Oreian Burns, San Francisco, Cal. Filed January 25, 1893.
- 503,009. Tricycle. Addison V. Smith, Cortland, N. Y. Filed March 17, 1893.
- 503,058. Attachment for bicycles. Thomas K. S. McGriff, Chicago, Ill. Filed May 12, 1893.
- 503,080. Velocipede. Augustus L. Hahl, Chicago, Ill. Filed July 18, 1892.
- 503,112. Brake for velocipedes. George Hancock, Providence, R. I. Filed June 20, 1892.
- 503,114. Wheel hub. Jesse G. Roseboom, Cincinnati, Ohio. Filed September 17, 1890.
- 503,594. Pneumatic tire. Williston W. Greenwood, New York, N. Y. Filed April 7, 1893.
- 503,609. Ball-bearing for shafts. Peder Lobben, Worcester, Mass., assignor to Iver Johnson, same place. Filed December 5, 1888.
- 503,636. Method of repairing pneumatic tires. John J. Williams, Montpelier, Vt. Filed May 24, 1893.
- 503,660. Pneumatic tire. Thomas D. Glen, William Purvis, and Sydney Smith, Glasgow, Scotland. Filed April 6, 1893. Patented in England November 14, 1892.
- 503,683. Trousers-guard. William T. Robertson, Washington, D. C. Filed April 6, 1892.
- 503,704. Wheel tire. Charles F. Lavender, Toronto, Canada, assignor of one-half to Thomas Fane, same place. Filed December 27, 1892.
- 503,790. Crank-shaft and bearing for bicycles. Peter Gendron, Toledo, Ohio. Filed March 16, 1893.
- 503,828. Bicycle. George F. Case, Medina, N. Y. Filed January 28, 1893.
- 503,846. Detachable tire. Arthur C. Gillette, Jersey City, N. J. Filed February 2, 1893.
- 503,865. Crank. Robert S. Lovelace, Henstridge, assignor to W. A. Lloyd & Co., Birmingham, England. Filed September 9, 1891. Patented in England April 19, 1890.
- 503,871. Sprocket-chain. Sidney H. Percy, Chicago, Ill. Filed January 25, 1893.
- 503,919. Speed-gear for velocipedes. Charles Vogel, Fort Lee, N. J. Filed February 18, 1893.
- Designs. 22,732. Rim for bicycle wheels. Robert Perkins, Rockaway, N. J. Filed April 4, 1893. Term of patent 7 years.

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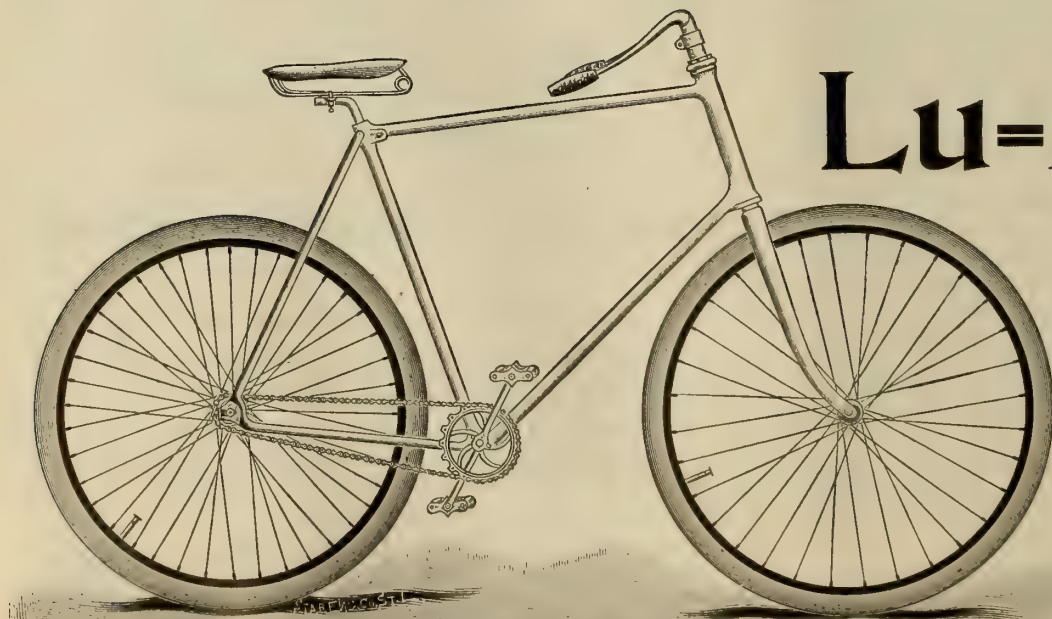
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MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 8

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, SEPT. 22, 1893.

## GITHENS AND RHODES.

The Two Chicagoans Win Much Glory and Many Pots at the Waverly Meet.

NEW YORK, Sept. 16.—The Metropolitan Association of Cycling Clubs was in error when it set the date for its great international race meet so very near Springfield's close. The list of races arranged and the great value of the prizes offered would ordinarily have drawn all the great men of the country to the metropolis. But Springfield's banner meet and the three days of hard work left the crack racing men in anything but the humor to repeat the dose so soon. All preferred to rest. Then again New York's fine prize list was not sufficiently advertised and the really very fine half-mile track at Waverly, N. J., was not sufficiently exploited. Zimmerman's visit to Chicago prevented his appearance; Windle and Tyler preferred to rest a few days, and Sanger, who had promised R. G. Betts and others of the association that he would surely be present, failed to appear. Bliss and Dirnberger were also promised, but they too preferred to rest. As it was reported authentically—it is said—that Sanger was in New York Saturday, his non-appearance at the track and failure to notify the officials will go hard with his already poor reputation for fair dealing. The steady down-pour of rain Saturday morning may have had something to do with this. The races were advertised, rain or shine, else there would have been scarce a baker's dozen of spectators. Probably, 1,000 people were present, and these enjoyed a rare day's sport, in which Githens, the modest Chicago boy, carried away most of the honors, and Rhodes shared with him the balance. Githens was in a badly crippled up state from his serious falls on the tracks of Waltham and Springfield. His hip on one side is one large raw and bleeding sore. In other places he was badly cut up and his shoulder constantly pained him from its Waltham sprain. Yet he rode like a demon, starting in five races and winning two firsts and two seconds; winning a hard-fought second in the first run of the mile international, and being over handicapped in the mile handicap for second-class men, who had records of 2:30 or better. In this he was placed twenty yards back of scratch, with the next man ninety yards ahead. Githens had Rhodes as his main competitor, and the two came together in two races and split even. Githens should have easily defeated him in the half-mile open, but played horse too long. It was a lucky pot-hunt for Githens. He expected to meet Sanger and was agreeably disappointed. The Chicago Athletic Club man's prizes were valued at \$550, including a \$250 diamond ring, one of the handsomest trophies offered in an international contest this year and of the full value listed.

### Waverly is a Fine Track.

It is a long trip by rail from New York to Waverly, in Union County, and a half-mile walk to the grounds. But this long trip pays, for Waverly track is one of the finest half-mile horse tracks in the country. Of a mixture of Jersey clay and sand, with a brick-colored surfacing, it was hardly damp after all Saturday's hard rain. In fact, two hours of sunshine had put it in record shape, as smooth, if not as hard, as Springfield. This was a pleasant surprise to the assembled cracks. The races were well managed. There was no delay and all moved as smoothly as the most critical could expect. The race of the day was of course the mile international. Referee Raymond placed a time limit of 2:35 on it, and six men were on their marks as follows: H. A. Githens, W. A. Rhodes, F. J. Titus, Marshall Wells, E. L. Blauvelt, and H. R. Steenson. The men lagged, and at the last quarter Wells jumped and led to the turn and down the straight, Rhodes being engaged in a futile attempt to head him off. In the last ten yards from home Githens jumped past Rhodes and took second by the width of his front wheel only. The time was 2:41 3-5 and the run-over was the last event of the day.

Steenson took the pace for a half-mile. Githens,—who had five minutes before won the five-mile open in 13:28 1-2, the last quarter in :31 1-2,—was trailing and not expected to run one, two. The half was done in 1:15 2-5, and as the bell rang Wells started with the evident intention of sprinting a clear half-mile. He started too early, for at the quarter Rhodes passed into the lead, and around into the straight was coming grandly when Githens suddenly shot out from behind, passed Wells, came up neck and neck with Rhodes, dropped back a foot or so, and when within a few feet of the tape

arose on his pedals and with one more desperate lunge shot his front wheel over the tape six inches in the lead, but a winner nevertheless. It was well done and he deserved the hearty cheer received. Wells, some said, was third, a yard ahead of Blauvelt, who was given third by the judges. Three diamond rings were offered for this race, \$250, \$125, and \$50 in value, and all were up to list.

The prize for the novice race was the handsomest trophy offered in a novice race in this country. It was given by the *New York Times*. It fell to a bewhiskered man of probably forty summers, much to the amusement of the crowd. J. W. Davidson, the winner, proved to be a champion oarsman of the eastern country, just branching out into new fields of conquest.

The one-mile handicap was a pretty contest. Sanger, Tyler, and Bliss were not present. Rhodes, at forty yards, was scratch man, and Githens was ten yards ahead. The latter paced Rhodes to the field, which Blauvelt was pacing at a merry clip. Rhodes defeated Githens a foot, and Blauvelt sprinted past McDonald within a few feet from the tape. Rhodes scored for the second time in the half-mile open, defeating Githens for the second time by but a narrow margin.

H. W. Saltonstall, the giver of the magnificent trophy for the international meet, gave the trophy for the next race, a team contest for Union County riders, and was a competitor for his club, the Elizabeth Athletic Club, which lost to the Elizabeth Wheelmen by but two points. Mr. Saltonstall was fifth at the finish. The teams had arranged among themselves that points on the last lap only should be counted, and so rode the race, the E. A. C. protesting and winning the decision.

Rhodes sixty yards, Githens seventy-five yards, were back-mark men in the two-mile handicap, with twenty men at long marks ahead. The two worked together until Rhodes' wheel broke, when Githens found the going too hard and quit. Miller, of Vineland, N. J., defeated Titus, of New York, a length in 5:37 3-5.

Five men were in the final quarter of the five-mile open, a pretty contest between Githens, Miller, and Titus. Githens won by barely a half foot and Titus was a close third. The race was run in 13:28 1-2, and last quarter in :31 2-5—a hard fought finish after a hard race.

### Summaries.

One-mile novice.—J. W. Davidson, first; W. H. Parker, second; C. B. Cutter, third; S. C. Crane, fourth. Time, 2:42 3-5.

One-mile handicap, first class.—W. A. Rhodes, 40 yards, first; H. A. Githens, 50 yards, second; E. L. Blauvelt, 70 yards, third; R. McDonald, 100 yards, fourth. Time, 2:16 3-5.

Half-mile scratch.—W. A. Rhodes, first; H. A. Githens, second; J. McDonald, third; E. L. Blauvelt, fourth. Time, 1:10.

One-mile handicap, second class.—F. W. Mosher, 100 yards, first; H. R. Steenson, 80 yards, second; E. L. Blauvelt, 35 yards, third; F. J. McDonald, 110 yards, fourth. Time, 2:15 2-5.

Two-mile handicap.—G. F. Miller, 160 yards, first; F. J. Titus, 110 yards, second; W. L. Darmer, 230 yards, third. Time, 4:37 3-5.

Five-mile open.—H. A. Githens, first; W. A. Rhodes, second; E. L. Blauvelt, third. Time, 2:26 4-5; last quarter, :30.

One-mile international.—H. A. Githens, first; W. A. Rhodes, second; G. M. Wells, third. Time, 2:26 4-5.

### Zimmerman the A. A. U. Champion.

Zimmerman and Hoyland Smith came direct from Springfield to Chicago to help the New York Athletic Club out in the Amateur Athletic Union's championships, and right well did the former succeed. He won the two-mile championship with ease from George Banker, Pittsburg Athletic Club; G. K. Barrett, Chicago Athletic Association; C. T. Knisely, Chicago A. A.; Hoyland Smith, N. Y. A. C., and E. C. Bode, Chicago A. A., who finished in the order named. It was a very pretty race, all of the riders being dressed in different colors. Zimmerman also showed the people that he could jump a little besides riding a little, and in the standing broad jump cleared ten feet two inches, being second to Champion Schwaner, who scored ten feet seven inches.

The Jerseyman was somewhat low-spirited. When asked if he would be at the Chicago meet, he said, "I don't know. Why should I come here and get beaten by the other fellows who have been resting up while I have been following the circuit. I don't know how it is, but after I have ridden in one race I am all tired out, and can't ride a little bit afterward."



## NEW YORK FOR BURDETT.

**Luscomb Will not Represent the Postites at the Assembly—Other Gotham Notes.**

NEW YORK, Sept. 18.—It has been rumored in various sections that Charles S. Luscomb, the chief consul of this division, would act as spokesman for the Postites at the special meeting of the National Assembly, but this, like many other stories put in circulation by the men opposed to Mr. Burdett, is untrue. Mr. Luscomb's position in the coming battle is neutral. It is likely (very) that New York state with one accord will support the League officials; but it is unpledged. George Perkins will be master of ceremonies for his constituents, but the array of orators that President Burdett has on his side is likely to cause dismay upon the Post-Perkins side.

I. B. Potter is now at home and when asked if he would be at Buffalo, smiled significantly and said yes. He was averse to going into any of the details of the coming meeting, but every one can reckon that the *Good Roads* department will be at Buffalo and from all indications the Massachusetts and Connecticut men are likely to return to their respective homes wiser men.

### Two Big Clubs May Amalgamate.

The Brooklyn Bicycle Club has moved into a new and enlarged clubhouse at 80 Hanson place. The building is being thoroughly overhauled and when completed will be one of the finest clubhouses in this country. Lately there has been some talk of the Kings County Wheelmen wishing to amalgamate with the Brooklyn Bicycle Club. Since the latter club has moved into its new clubhouse, the advantages of consolidation have struck the K. C. W. men very forcibly and it is assumed that they would not be averse to sinking their identity under the title of Brooklyn Bicycle Club. The Kings County Wheelmen believe that they and the Brooklyns would combine a racing and social element that would be hard to beat. The subject has been discussed, but is unlikely to come to a head. The Brooklyns have a membership of 165 and are well fixed financially, so that by consolidation they would derive no benefit whatever.

## RACING ON AN ISLAND.

WHEELING, W. VA., Sept. 19.—Banker, Brown, and Githens were the most formidable competitors that Zimmerman had today. The champion is thoroughly tired and had he not promised to be here he would have taken a much-needed rest. Today's races were held on Wheeling Island in the center of the Ohio River. Three thousand people took boats to the island and Zim was heartily cheered for good work. He won his eighty-ninth prize. All of the finishes were hard and exciting. Banker rode especially well.

### Summaries.

Half-mile open.—A. A. Zimmerman, first; G. A. Banker, second; H. A. Githens, third; A. I. Brown, fourth. Time, 1:07 1-5.

Two-mile handicap.—G. A. Banker, 125 yards, first; A. N. French, 100 yards, second; E. C. Johnson, 175 yards, third; A. L. Banker, 175 yards, fourth. Time, 4:57 3-4.

One-mile open.—A. A. Zimmerman, first; A. I. Brown, second; H. A. Githens, third. Time, 2:35 1-4; last quarter, :34 3-4.

One-mile handicap.—G. A. Banker, 60 yards, first; H. A. Githens, 50 yards, second; A. N. French, 50 yards, third; E. C. Johnson, 90 yards, fourth. Time, 2:17.

Half-mile open.—A. A. Zimmerman, first; A. I. Brown, second; H. Smith, third. Time, 1:18 1-4.

Two-mile handicap.—G. A. Banker, 125 yards, first; H. A. Githens, 100 yards, second; E. C. Johnson, 175 yards, third; O. P. Bernhart, 175 yards, fourth. Time, 5:25.

### Second Day at Wheeling.

WHEELING, W. VA., Sept. 20.—Zimmerman brought the meet to a close today by doing an exhibition mile in 2:08 3-5. He was paced by Githens, Banker, and Conn Baker, but the track was too slow to come anywhere near record. All of the handicap races were closely contested and they were a series of surprises, Brown defeating Banker in the one-mile handicap. Zimmerman won all of the open races, of course, but the others fought hard for second-place honors.

### Summaries.

One-mile handicap.—George Banker, first; A. N. French, second; A. I. Brown, third; H. A. Githens, fourth. Time, 2:19.

One-mile 2:40 class.—O. P. Bernhart, of Toledo, first; Riheldoffer, second. Time, 2:47 4-5.

Half-mile 1:20 class.—Quimby, first; Smith, second; Riheldoffer, third. Time, 1:12.

Two-mile West Virginia championship.—W. H. Mahlke, first; M. Mahlke, second; Oscar Smith, third. Time, 6:06.

Two-mile handicap.—George Banker, first; A. N. French, second; Conn Baker, third; A. L. Baker, fourth.

One-mile open.—Zimmerman, first; Conn Baker, second; G. A. Banker, third; Githens, fourth; A. L. Baker, fifth. Time, 2:30 2-5.

Quarter-mile open.—Zimmerman, first; A. I. Brown, second; A. L. Baker, third; A. N. French, fourth. Time, :36 2-5.

Two-mile open.—Zimmerman, first; Githens, second; A. L. Banker, third. Time, 5:37 3-5.

One-mile handicap.—Brown, first; George Banker, second; H. A. Githens, third. Time, 2:23 1-5.

## SANGER AT BALTIMORE.

BALTIMORE, MD., Sept. 20.—The meet managers are very anxious to get up a match between Zimmerman and Sanger and have agreed to put up a pair of trotting horses and a handsome Windsor rig as a prize. Sanger

rode in the races today, but Zimmerman was at Wheeling. The latter sent a telegram saying that he would surely be here tomorrow.

The races were good and exciting, and the 4,000 people present saw Sanger win the international mile. Lap prizes were offered and at the start George C. Smith jumped the bunch and scored three out of the four, the others being unable to catch him. Sanger overhauled him on the last quarter and won the race, Taylor being second and Mullikin third. Dirnberger won his usual half-mile and Bliss the two-mile handicap.

### Summaries.

One-mile novice.—H. B. Borman, first; Hardy Pritchard, second; E. G. Freeberger, third. Time, 2:50 2-5.

Half-mile 1:10 class.—M. F. Dirnberger, first; E. C. Bald, second; F. J. Titus, third. Time, 1:15 1-5.

Two-mile handicap.—J. P. Bliss, 30 yards, first; H. R. Carr, Jr., 240 yards, second; F. J. Titus, 100 yards, third. Time, 4:52 2-5.

One-mile international.—W. C. Sanger, first; George F. Taylor, second; W. H. Mullikin, third. Time, 2:21 2-5.

Quarter-mile open.—George F. Taylor, first; M. F. Dirnberger, second; George C. Smith, third. Time, :33 3-5.

One-mile lap race.—E. C. Bald first; M. F. Dirnberger, second; W. H. Mullikin, third. Time, 2:30.

Three-mile handicap.—Charles E. Gause, first; Harry Hawthorne, second; E. C. Bowen, third. Time, 7:46 4-5.

## CHICAGO ROAD RACES.

Three big road races were run off in Chicago last Saturday and Sunday and each of them furnished exciting sport. The Columbia Wheelmen's ten-mile handicap was the largest club event held in Chicago and proved a great surprise, W. Bainbridge winning it from scratch, beating Knisely's record by 1 second and distancing Ulbricht, who was regarded as invincible. Bainbridge had been given 45 seconds handicap, but refused to take it. He got away from Ulbricht and Doyle at five miles and was never headed. Doyle beat Ulbricht out in the final sprint. The first twenty men to finish were:

NAME.	HND CP.	TIME.	NAME.	HND CP.	TIME.
1 William Bainbridge.....	scratch	27:54	11 N. W. Christiansen.....	2:30	33:41
2 W. J. Doyle.....	scratch	28:43	12 C. Luis.....	2:00	33:13
3 C. Freese.....	8:00	36:54	13 H. Paulson.....	3:00	34:14
4 L. Martensen.....	2:00	30:55	14 Harry Brandt.....	2:00	33:15
5 A. Gardner.....	1:00	30:06	15 O. E. Olson.....	2:00	33:16
6 E. Ulbricht.....	scratch	29:06	16 Charles Hoest.....	3:30	34:47
7 George Lindsay.....	5:00	34:26	17 F. J. Schubbe.....	2:45	34:03
8 R. Fisher.....	4:15	33:45	18 Walter Christiansen.....	2:30	33:49
9 Nels Sandvig.....	3:00	32:38	19 C. B. Hopkins.....	3:00	34:20
10 C. Proebsting.....	2:15	33:25	20 Rudolph Beck.....	3:30	34:51

### The Æolus Race.

Immediately after the finish of the Columbia's race, the seventh annual road race of the Æolus C. C. was run and the winner was William Bodach, from the 3-minute mark. C. R. T. Mittelstaedt finished second and won time. The finishers were:

NAME.	HND CP.	TIME.	NAME.	HND CP.	TIME.
1 William Bodach.....	3:00	31:10	8 S. Whiteside.....	5:00	35:13
2 C. R. T. Mittelstaedt.....	1:00	30:19	9 L. Bodach.....	2:30	33:41
3 Frank Wodrich.....	1:30	30:49	10 F. P. Gregg.....	1:00	32:09
4 J. Neumann.....	1:45	31:40	11 F. M. Gannon.....	1:45	33:16
5 C. W. Titley.....	3:00	32:59	12 E. A. Schmidt.....	3:00	34:55
6 A. Frantzen.....	3:30	31:33	13 G. W. Christopher.....	4:30	36:55
7 V. Olsen.....	4:30	34:42	14 E. Hermann.....	3:00	36:51

### Wallace Was Never Headed.

The South Side C. C., Chicago's youngest cycling organization, held its ten-mile race Saturday over the South Side course, starting at Fifty-fifth and Halsted streets. S. Wallace was the limit man and the others never got within hailing distance of him. Of the four scratch men F. W. Osmun had the best sprint and ran away from Spike and Erickson at the finish. Briker, the other scratch man, punctured when three miles out. The times of only the first ten men were taken. Twenty-seven finished. Results:

NAME.	HND CP.	TIME.	NAME.	HND CP.	TIME.
1 S. Wallace.....	7:30	34:40	6 C. Dameler.....	4:00	33:02
2 W. G. Wagner.....	7:00	34:27	7 F. W. Osmun.....	scratch	29:15 2-5
3 Vincent Loos.....	4:00	31:59	8 F. Reeves.....	3:30	33:00
4 C. A. Morrison.....	4:30	33:04	9 E. Spike.....	scratch	29:31
5 H. W. Kruger.....	4:00	32:46	10 C. Halberg.....	1:00	30:32

### English Champions in the Making.

The attitude of the American press over its champions is amusing. To-day America has a lot of very good men, who, racing together, materially improve one another and score. The American press takes up the position of a permanent superiority, as if Sanger, Zimmerman & Co. would last forever. Putting aside altogether the question of status, it is clear just now that England possesses no amateur crack who can afford either the time or the cost of a preparation such as our two American visitors underwent. But every country has its ups and downs, and America, which is "on top" today, may tomorrow suffer, as we are suffering, from a plethora of moderates and no phenomenon. To assume that because Sanger and Zimmerman won in 1893, England is to be for all eternity championless is absurd, and we make no doubt that sooner or later we shall find a champion to regain our lost laurels. When that champion develops, the whole of the fast contingent will get faster, as it is a well-known fact that one really fast man vastly improves the pace of all the men who train or race with him. The unexpected always happens, and the developments of Watson, Stocks, and E. Osmond in '93 show that the capacity for improvement is neither paralyzed nor dormant. We may have to wait a season or two, but we shall most assuredly find our champion at length.—*Bicycling News*.



## ST. PAUL WAKING UP.

ST. PAUL, MINN., Sept. 18.—The local meet held by the St. Paul C. C. on Saturday last was far from a success; the management was miserable, and there was no system to the affair. The local press was liberable in its advance complimentary notices, and a fair-sized audience was present. The racing men worked conscientiously to give good sport, and all for glory and the benefit of the club, but the handicapping was done by guess work and several times some of the limit men were placed too far away from their proper marks, which practically defeated the scratch men at the start, and detracted considerably from the finishes in the handicap events. The best event of the day was the quarter-mile, in which Bird, the state champion, rode from a standing start on a poor track in :33 1-5, with Biggs and "Skater" Martin close up.

### Summaries.

Quarter-mile open.—B. B. Bird, first; Geo. T. Biggs, second; "Skater" Martin, third. Time, :33 1-5.

## SHORLAND'S RECORD LOWERED.

PARIS, Sept. 18.—A 24-hour contest, open to representatives of all nations, ended here last night. It was won by M. Lesna, the Swiss champion, who covered a distance of 696.596 kilometers, or a fraction over 433 miles. This beats the world's record of 426 1-4 miles, which was made by F. W. Shorland in this year's Cuca Cup race. Shorland was entered for this contest, but he did not appear.

### Mullikin's Attempt at Record Breaking.

BALTIMORE, MD., Sept. 12.—The bicycle races held here today were but fairly attended owing to the threatening and chilly weather. The first race on the card was the team race for the *News* cup, which had been won twice by the Baltimore Club. The clubs that took part were the Baltimore, Clifton, and Altair Eagle. The Baltimores won easily and the cup now becomes the club's property.

The novice race had a time limit of 3:05 placed on it, and had to be run



One mile International Invitation  
Sept. 13th



ZIMMERMAN BLISS  
WINDLE TYLER  
DANGER  
One mile International  
Invitation  
Sept. 13th



One half  
Mile Open  
Sept. 13th  
TAYLOR BLISS  
SANGER WINDLE  
ZIMMERMAN



One mile  
Worlds Record  
Sept. 14th

SANGER TAYLOR WINDLE BLISS ZIMMERMAN TYLER BAKER

One-mile handicap.—W. Gydeson, 150 yards, first; F. Crawford, 90 yards, second; Geo. F. Cremer, 75 yards, third; B. Bird, scratch, fourth. Time, 2:20 1-5.

Three-mile handicap.—F. Felix, 400 yards, first; Geo. Biggs, 90 yards, second; B. B. Bird, scratch, third. Time, 8:13 1-5.

One-mile, bicycle vs. foot-runner.—G. R. F. Hart, runner, 880 yards handicap, first; time, 2:23 1-5. T. L. Bird, bicycle, scratch, second; time, 2:46.

### Racing Men Revolt.

St. Paul has waited a long time for the local club to furnish first-class live cycling events, but it has been in vain. The past meets have not shown much energy, and the meets have been few and far between. The public has not been properly educated to appreciate cycle races. The racing men have been dissatisfied for some time, and their revolt has come at last. Yesterday nearly all of the principal fliers of the St. Paul C. C. sent in their resignations, and determined to make an effort to stimulate public interest on their own account. A new club will be organized at once, with a membership of nearly all of the speediest men. Several influential parties are back of the movement, whose support is almost sure to carry the new club to success. One or two meets will be held this year, the initial one of the new club on October 7, and it is promised that the racing will be good, and conducted in such a manner that the public will be satisfied. The new organization will take up skating as soon as the cycling season closes, and as their ranks include the fastest skaters in the city, if not in the northwest, interest in the club will not be allowed to lag in the winter months.

off three times. It was finally won by J. M. Ostendorf.

Then came the record-breaking trial. W. H. Mullikin was the only one to attempt it. The track was in good condition, but there was too strong a wind blowing, which alone prevented him from lowering Johnson's time, 7:15 3-5, for three miles. He succeeded in lowering the track record. The first mile was run in 2:20; the two miles in 4:50, and the three miles in 7:22 1-5.

### Good Races at Ottumwa.

OTTUMWA, IOWA, Sept. 19.—Two thousand people attended the first annual meet of the Ottumwa Bicycle Club today. In the mile novice C. F. Shaw, of Ottumwa, was winner, F. H. Roberts, of Keosauqua, second; time, 2:49. E. H. Edmands, of Des Moines, won the half-mile open in 1:14, S. H. Rowland, of Marengo, second. S. H. Rowland won the mile handicap in 2:30 1-4, E. Kostonlatsky, of Oskaloosa, second. E. H. Edmands won the quarter-mile open in :36, F. H. Clifford, of Muscatine, second. B. P. Brown, of Ottumwa, won the half-mile handicap in 1:11 1-4, E. Kostenlatsky second.

### A Good 24-Hour Ride.

John J. Fister, of the Georgetown C. C., Washington, rode 279.7 miles in 24 hours last Saturday and Sunday, breaking the district road record of 273.8 made by L. C. Wahl. Fister claims road record for America, but that is held by F. E. Spooner, with 302 miles to his credit.



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GEO. K. BARRETT, EDITOR.

## THE NEGRO QUESTION AGAIN.

The negro question in the League, like the negro himself, refuses to be downed. The southerners are again preparing for the fray, and, if we are to believe reports, they have resolved that they will either carry their point or secede from the L. A. W. and form a league of their own. The question is not one that can be settled by newspaper talk, so while we have our own opinions, we will not ventilate them—at present at least. If the sentiment in this section is to be gauged, however, by the reception received by a negro who competed in the recent Amateur Athletic Union national championships in this city, it is easy to predict that the negro will always find a friend in the north, and the north is certainly numerically strong enough to hold its own in affairs of this nature, where principle is at stake—for we do not think that the members of the National Assembly are men who would allow policy to cut any figure in a matter of this kind.

But referring to the question of the south forming a separate organization: Its projectors claim that by forming a separate league they would keep much money in the south that is sent north in the shape of dues and initiation fees and that they would be able to hold their own authorized championships. If the project of the southern league is based on a question of finances, we can have some little sympathy with the movement; and if it is based on a desire to have recognized championships of the south, then the movement will have our hearty commendation, if another and a better way to accomplish the same purpose can not be found. Such a way we refer to in another place on this page. But if the secession idea is merely the outgrowth of a determination on the part of the southerners to keep the negro out of the L. A. W. or get out themselves, then we can have no sympathy whatever with it. It smacks too much of the spirit of the child who "won't play" unless he can have things all his own way.

Come, come, you Southern Knights of the Wheel, make your fight bravely; devote your best efforts to the cause in which you are working, but do not try to carry the day by threats which you do not intend to carry out, and much less make threats with the foolish idea of carrying them out just because you can not have your own way.

## "BY HIS MANNERS KNOW YE THE MAN."

Some weeks ago we saw fit to criticise the Century Road Club. The club had failed to do the duties that it laid out for itself and deserved the criticism, which was made without malice and with the sole object of stirring up the officers—all of whom are capable men—to a realizing sense of the duties they had assumed. That our efforts were not without avail we are glad to state. The members of the club at large will soon see the fruits of their officers' work.

So far so good.

But our criticism, made for the good of the club, has brought down on us a tirade of personal abuse from one of the officers of the club who edits a cycling journal. It is not a reply to our criticism, for it fails to show wherein a single statement we made was erroneous. In it, however, THE BEARINGS is raked over the coals because it, the official organ of the C. R. C., should dare to criticise the officers. The following words from this same man when he was employed on this paper scarcely six months ago sound strange, at least, in this connection. He said, "THE BEARINGS has been

complimented by having been selected as the club's official organ. Our position in the matter should be, if it is not, understood. . . . We are not willing to wear an official yoke. We will shoulder no responsibility for past or future actions of those in charge of the club's policy, which may injure its prosperity. We shall maintain a relation of sincere independence."

It would seem that this individual should have learned long, long ago that THE BEARINGS never allows personal considerations to govern its utterances, or any considerations, whatever, to shackle its independence. When the time comes that we dare not express our honest opinions, we will get out of the newspaper business. Personal abuse is the only weapon left to the supporter of an unsupportable argument, but we did not expect to see one who should have learned better, resort to its use. As the policy of this paper does not permit of an answer in kind, we can only pass over the attack with a sigh of regret that a good man should condescend to such methods.

## FOR SECTIONAL CHAMPIONSHIPS.

During the past two seasons cycle racing has increased beyond precedent and increasing interest in the sport has been everywhere evident. It is but mete that the rules governing the sport should be revised to keep the pace set by the sport itself. The rules as they now stand are excellent in most respects, but there is one feature for which they do not provide that should be looked after. In this respect the Amateur Athletic Union has set them a good example. By the constitution of the latter organization the country is divided into sections and each section has its own authorized championships. There is no reason why such should not be the case in the League of American Wheelmen. We could do no better than to follow the plan laid out by the A. A. U. There should be one division comprising the New England states, one for the eastern states, one for the south, one for the central states, one for the Rocky Mountain region, and one for the Pacific slope. Even now we hear of Pacific coast champions and southern champions. This is not as it should be until the rules are changed, but it is as it should be if the rules were revised to date and provided for the sectional championships. We recommend this matter to the careful consideration of all interested in the welfare of the sport, and to the Racing Board in particular.

## ZIMMERMAN NEEDED REST.

Some people senselessly shout, "Zimmerman is defeated; we are glad that the mighty one has fallen," and do not stop to think of the work the champion has done this year. There is not another racing man in the world who can stand what the man from Manasquan has stood. It was Zimmerman's fault that he was beaten at Springfield. He realized when he went there that what he most needed was rest and quiet. Brother-in-law Joe McDermott realized the fact and refused to let Zimmerman ride at Waltham. Jimmy himself preferred to remain in Springfield and rest the three days previous to the great battle, the importance of which he realized. Such another campaign as his had never been carried on by mortal man. A grand total of eighty first prizes and only three seconds was his record when he started east, to engage in the greatest contest of his lifetime. Staid old race winner that he was, never attempting record breaking in former years, content to build his fame from number and value of prizes won, he allowed himself a taste of the record-breaking fever at Columbus. That mile in 2:08 3-5, up to that time the fastest of the year, was his downfall. It stirred the great man on to mightier deeds, which John S. Johnson's mile the next day, in 2:07 1-5, only fanned to greater flame. Springfield, Ohio, September 16, saw him again after record honors, and his mile in 2:05 4-5, the three-quarters in 1:31 (and record time of 2:02 3-5 in sight), was the result. Zimmerman finished the last quarter "dead tired."

At Springfield, Mass., where he had said he would lie quiet until the races, he must needs try the track. It was hard, it was fast, and that foolish, feverish, record-breaking feeling again returned. He went another mile on Saturday and did better than his former time by two full seconds, and followed this with a flying-start half in :59. Not content, he went out in the afternoon and rolled off a mile in 2:02 3-5, tying the record; and without dismounting tied the half-mile record of :57 4-5. And still he was not content, for on Monday morning he did 2:02 4-5 poorly paced, and then, to cap the climax, rode a full second inside the record in the afternoon, doing 2:01 3-5. Tuesday morning the record-breaking fever again asserted itself and it was his desire to supplement this previous performance with another record ride, which his friends very sensibly nipped in the bud.

Stop and consider these seven great mile rides in six days—practically five days, for 30 hours of the time was spent in weary traveling; add to this his two half-mile rides and his record of fourscore firsts in a season not yet completed; and then consider the fact that his opponent was a perfectly fresh man who had had a good six weeks' rest and was in his finest form, and suspend judgment on the champion of all champions.



## STRAY SHOTS.

### The Proper Amateur Definition.

An amateur is one who has never competed for a money prize.

### Not What They are Paid For.

Tyler and Windle, it is said, refused flatly to pace Zimmerman or any other seeker for record honors on the Springfield track.

### Guess Again.

"We believe that at the time of writing, the only world's safety records not held by England are the flying quarter and the starting quarter,

### Poor Johnnie.

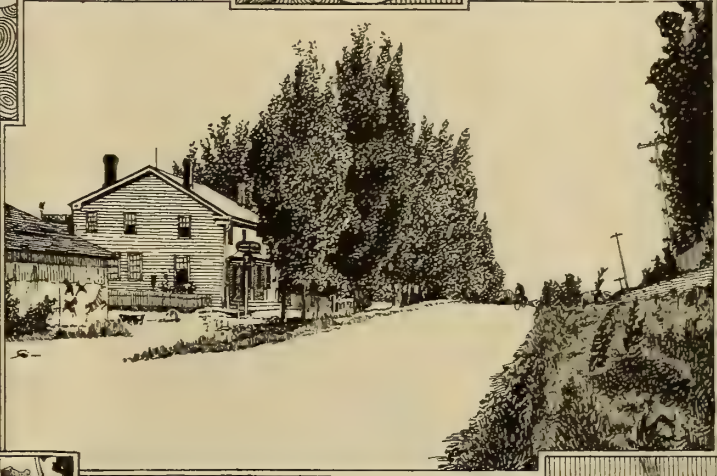
A disappointed man was John S. Johnson at Springfield. For a year he had looked forward to this meet, and then to have all his hopes blighted was hard lines. All the time he could spare in Springfield was spent in the dentist's chair, which weakened him greatly. It may be some consolation to him to know that he has the sympathy of all true sportsmen.

## RACING MEN'S COLORS.

THE BEARINGS' suggestion that colors be adopted by the racing men is being universally adopted. Nearly all of the cracks are now riding in colors and the rest are rapidly coming to it. Racing men are invited to register their colors with THE BEARINGS. The following have done so:

SEPTEMBER

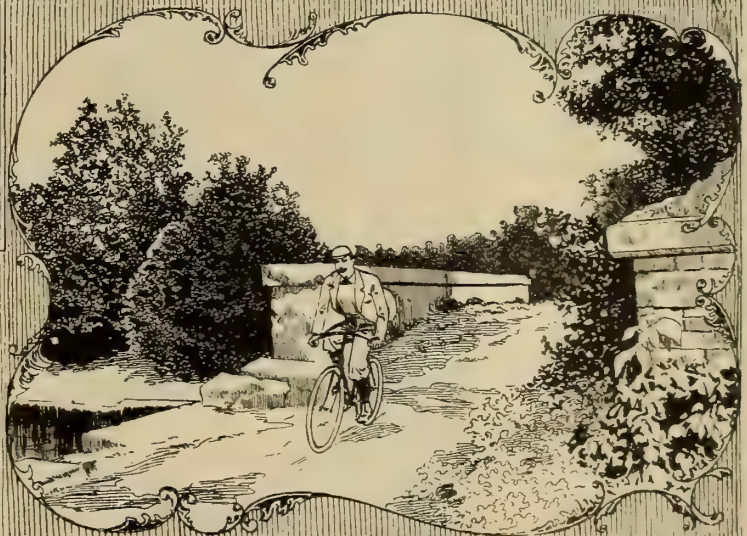
Now burdened tree and vine  
With ripened fruit are bending,  
And incense of the pine  
Is with their odor blending.



From brittle stems, wind-freed,  
The dusky cones are falling;  
Back in the sunburnt mead  
I hear the robin calling.



From boulevard and road  
The dust is upward curling;  
The world that's in the mode  
On twinkling wheels is whirling.



S.A. Wood

half, three-quarters, and one mile, which are held by America. The old country is not quite played out yet," says *Cycling*.

Our English contemporary has evidently not learned of L. S. Meintjes' recent rides. Even England's hour record has been taken away from her.

### Could Have Fooled Wellington.

"Imagine Napoleon on a bicycle riding to Waterloo," says a daily paper. Better imagine how easily he might have escaped if he had possessed a bicycle after the battle.

### Their "Quill Hand."

"We have no 'quill hand.' The janitor does his work now," says a contemporary. We wondered who wrote the editorials on the paper. We know now. Better let the office boy try it a while. He would do better.

NAME.	CITY.	COLORS.
H. C. Tyler.....	Springfield, Mass	Black and white
G. F. Taylor.....	Boston	Crimson
J. P. Bliss.....	Chicago	Pink
G. A. Banker.....	Pittsburg	White
M. F. Dirnberger.....	Buffalo	Light blue
W. A. Rhodes.....	Chicago	Purple
A. N. French.....	Cleveland	Yellow
E. C. Bode.....	Chicago	Royal blue
A. I. Brown.....	Cleveland	Brown
H. A. Githens.....	Chicago	Dove
J. S. Johnson.....	Syracuse	Lavender and maroon
A. D. Kennedy.....	Chicago	Maroon
C. T. Knisely.....	Chicago	Lavender
G. K. Barrett.....	Chicago	Terra cotta
E. L. Blauvelt.....	Passaic, N. J.	Gray
Paul Grosch.....	Passaic, N. J.	Blue
C. V. Dasey.....	Chicago	Green
T. R. Eddy.....	Columbus	Dark blue



## A TOUR IN SUNNY FRANCE.

We are in Brittany now, picturesque old Brittany. Strange, isn't it, upon reflection, that the conservatism of its people should cause a country itself to seem old and to be thus spoken of! But there is less of modern life here than elsewhere on our trip. We are in the home of people who cling to the past as few others do; who today desire the return of the monarchy, and whose religious conservatism makes them the stronghold of catholicism in France. A Sunday in Brittany is different from others that we have seen in France. We spent one in Vitre, a little city which might be called the epitome of Breton characteristics. Our landlady was a pretty, plump little Irishwoman until she opened her mouth and spoke French. So are the other people Irish until they speak French. That is because they are Bretons, descendants of the Celts who originally came across the English channel and settled this peninsula. Old houses are in great favor in Vitre, as the accompanying street scene amply demonstrates. The battlemented tower was once the gate tower in the original wall that defended the little stronghold when the feudal chieftains of Brittany and Normandy waged continual warfare centuries ago. The window in this tower is illustrative of the possibilities and limitations of Breton progressiveness. As they can not

are only two or three modern sack or cutaway coats in the entire congregation. In the large square in front of the cathedral is a bustling fair ground. There is everything for sale in the booths, and the congregation is soon engaged in buying and selling. The country people are thus enabled to attend to business and religion during one visit to the town. All the little tobacco shops are full of brown-faced men and women waiting their turn to get their snuff-boxes replenished—for snuff-taking is universal in Brittany.

But what about the country of Brittany? It is quite as queer as the



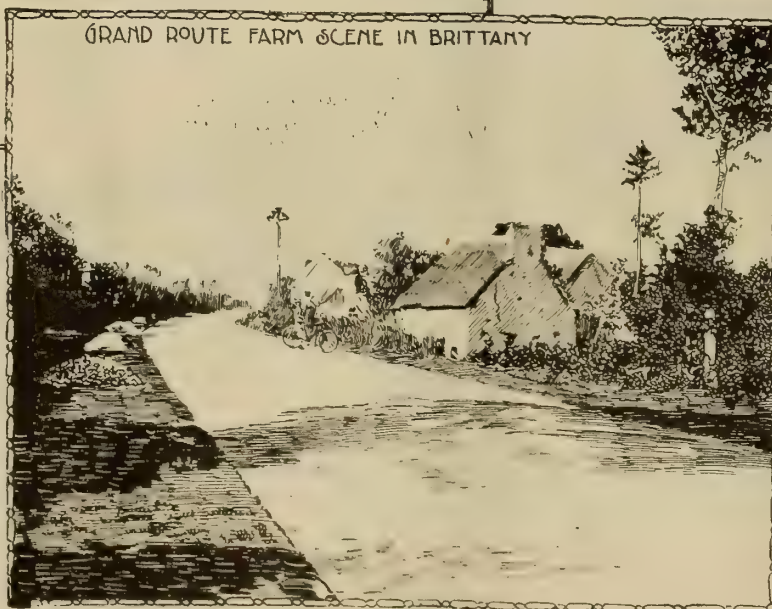
A STREET IN VITRE



BY-WAY FARM SCENE IN BRITTANY

towns. We had been delighted with the novelty of the treeless and fenceless plateaus of Picardy, covered with variegated crops; we had found that the vineyards of Touraine, and the endless walls of limestone, possessed a charm of their own, heightened by the long rows of Lombardy poplars. But here in Brittany is an entirely different country, and even more fascinating. The irregular surface, the fruit-laden orchards, and the oak and chestnut trees reminded us of New England; but there the similarity ended. From the top of a hill or cathedral tower the country appears to be heavily wooded, but there is scarcely a grove, much less a forest. The land is divided into little squares and rectangles, of an acre or half-acre, by mounds or embankments of earth, frequently six or seven feet high, and always surmounted by shrubbery and rows of trees. Alongside the *grand route* the bushes on top of the mound are trimmed so neatly down to the clipped grass that at a little distance we can scarcely tell where the leaves cease and the grass begins, much less the exact location of the top of the mound.

And above the wall of verdure are the great oaks and chestnuts, the trunks covered with ivy. The effect is to shut in the fields and gardens very effectually from view and from intrusion. The mound fence was serviceable in that regard in the battles of long ago, for it is like everything in Brittany, very old. After the great revolution, the Republicans were frequently forced to quell the rebellious royalists of Brittany, who were called Choans. Their troops suffered much from the ambushes of these savage Choans behind these fences, who conducted a warfare quite as difficult to resist as that of the Indians against General Braddock. Frequently a narrow lane leaves the main road between the earth fences. As the verdure arches overhead, these lanes are veritable tunnels, dark and gloomy, leading to the farmhouses. Following one of the larger of these side roads, we came to a rural farm scene. Here we were astonished to see a threshing machine. It was only the third one that we had noticed in the country. Farm machinery is scarce, but it is being introduced. The macadam roadbed continues even here. This is a departmental road;



GRAND ROUTE FARM SCENE IN BRITTANY

quite make up their minds to build new houses, they have concluded to utilize the old fortifications for habitations. Hence the window in the old tower. Children sleep tranquilly today where once the savage Celts repulsed their foes amid the din and tumult of a hand-to-hand conflict. But after all it is a striking illustration of the grand economy of the ages that the poorer classes of the people today should thus be profiting, in peace, by the toil of their ancestors who, like the slaves that they were, erected, at the bidding of the old feudal barons, such vast piles of masonry for purposes of war.

As it is Sunday, we are to visit the pretty Gothic church, built of blocks of slate. It is a strange contrast to the white limestone cathedrals that we have hitherto seen. There is a pulpit on the wall outside, but today the pulpit is empty. It is not used now. However, the church services are well attended, judging from the large throng of people that is issuing from the door as we arrive. Every man wears a blue blouse, like our butchers' frock; and every woman a white lace cap and coarse short dress. There

that is, the department which corresponds to our state department builds and repairs it.

The *grand route* is a national road. Our illustration shows a farm scene on the *grand route*, with men in front threshing in the more customary way with flails.

These roads are the result of a splendid system, as perfect in operation as any great machine. They are under control of a state and federal government—where ours ought to be.

But our pictures throughout this series of articles are more eloquent in regard to French wisdom, and our folly, in this matter than any words could



be, and we will leave the subject, to state that this is the cider country, as some of us found out to our sorrow. Until we had reached this section the ordinary red wine was invariably on the table, but here we saw no wine, except by the payment of a franc and a half a bottle, for cider had taken its place and appeared in unlimited quantities in large decanters. It is so almost exclusively the drink of the people that we were obliged to make a special request for water, since it was never on the table. The cider is "wicked old stuff," as one victim says, with a latent power that is not apparent in its smooth and not wholly unpleasant taste. The people do not think of drinking new cider. They tell us it is not good. We *can* never find it for sale at any of the little roadside cafes or in the towns.

Fongeres is the next town to Vitre. It is quite as old and quaint, filled with ancient half-timbered houses with plaster on the outside and the upper stones projecting over the sidewalk and supported by wooden posts, relics of the bygone forests. These houses are centuries old. They don't build even half-timbered houses anywhere in the country now. There is no timber to spare for the outside of houses. It is all stone, everlasting stone. As for a real dwelling house, wholly made of wood, we haven't seen one and shall not. For a house to be even half wood, it must be mediæval, like these of Fongeres.

One can get lost in this country of mound fences and dark, shady, labyrinthine lanes and byways. Two of us did. We left the *grand route*. We entered a leafy tunnel. It was like leaving a river and following up some winding brook, and simply proved delightful—at first—as the little roads are almost as smooth as the big ones. We flew around curves and almost into the dooryards of snug little farmhouses, buried from the world; we dashed through tunnel after tunnel and burst forth into all kinds of rural scenes. We were intoxicated with the labyrinth until we woke up to the fact that it *was* one—and then we wanted to get out. But we were hopelessly entangled and could get little help from the peasants. They *wouldn't* understand our French; we couldn't understand theirs. But we "kept a-going." There was a network of lanes and all just alike, and soon we had both agreed that our "enchanted land" of an hour before was a "barbarous country, anyhow." At last, out we flew into a *grand route*. But the first kilometer post informed us that it was not *our* *grand route*. It crossed ours finally, however, and—we were late at *table d'hôte* that night and a trifle behindhand the next morning.

The last illustration in this article is a view of the *grand route*. It shows the mound fence on one side, though not very well. But it shows very well indeed the features of the *grand route*—the smooth white roadbed, the strip of clipped turf, and the heaps of broken stone all ready for repairing purposes. In the next and closing article something of Normandy will be presented.

EDWARD H. ELWELL, JR.

#### Meintjes' Gift to Zimmerman.

It now transpires that Meintjes besides being one of the leading electrical engineers of South Africa, is also a mine owner. A handsome heavy gold band ring in the setting of which a large clear white diamond reposed was formerly worn by Meintjes. The gold of the ring came from Meintjes' own mine, as did also the diamond. This ring remains in this country, the pride of Arthur Augustus Zimmerman's heart. During Meintjes' visit in this country Zim has been his closest friend. It was at the close of Springfield's second day that Zimmerman, tired and disappointed, was stretched on his couch, being rubbed. He was feeling sad over his double defeat in the one event of the year he most desired to win. On the cot on his right was Meintjes, receiving his preparatory rub for his hour ride, in which he set the cycling world agog by doing 26 miles 107 yards (not fifty yards, as at first erroneously reported). Meintjes was talking of his fast approaching departure for his far-away home in Central Africa. "You have been a good friend to me, Skeeter, and I shall never forget it," he said. Then turning impulsively, he tore the handsome ring from off his finger. "Take this, Skeeter, to remember the friend so far away." It was handsomely done; the generous action of one of the most sympathetic hearted men alive, and was appreciated by the man from Jersey, whose reply was inaudible, as his feelings choked his voice.

Meintjes is undoubtedly the purest amateur that appeared on the track this season. His marked success led a number of manufacturers to bid for his services with an idea of retaining him in this country for another season's races. Meintjes would not bite at the tempting offers, claiming he was no bicycle salesman, and to accept a position as a cycle salesman with the use of his legs as his recommendation would be practically hiring out as a racing man.

#### A Beggar on Wheels.

A beggar upon a cycle is very *fin de siècle*. A cyclist riding in the vicinity of Paris saw a thin and sallow man mounted upon a prehistoric machine, and clothed in a faded ragged coat and greasy hat, slowly pedaling along the road, evidently waiting to accost some one. As the cyclist approached, the mendicant got off his machine and held out his hat. The cyclist gave him some money for the cycling cause.

#### When Bicycles Are Admitted Free.

WASHINGTON, D. C., Sept. 13.—Bicycles are personal effects and entitled to free entry into this country, as such, when necessary to the comfort and convenience of the owner, is the gist of a decision rendered by Acting Attorney General Whitney.

## THE CHICAGO ATHLETIC ASSOCIATION.

The Clubhouse—Most Magnificent Home for Athletics in the World—Cyclists Well Provided For.



CHICAGO has long envied New York, Boston, and Philadelphia their great athletic clubs and sumptuous club-houses. Some years ago general athletics received some attention and for a while two athletic clubs of some importance were supported—the Chicago Amateur Athletic Association and the Garden City Athletic Club. Neither one, however, was backed by the proper class of men, nor was run on a scale proportioned to the size of the city they attempted to represent. The present club was fathered by men more than capable of successfully carrying out an enterprise of this nature. That Chicago was ripe for such an organization is demonstrated by the fact that the membership is full and scores of names are on file waiting for vacancies.



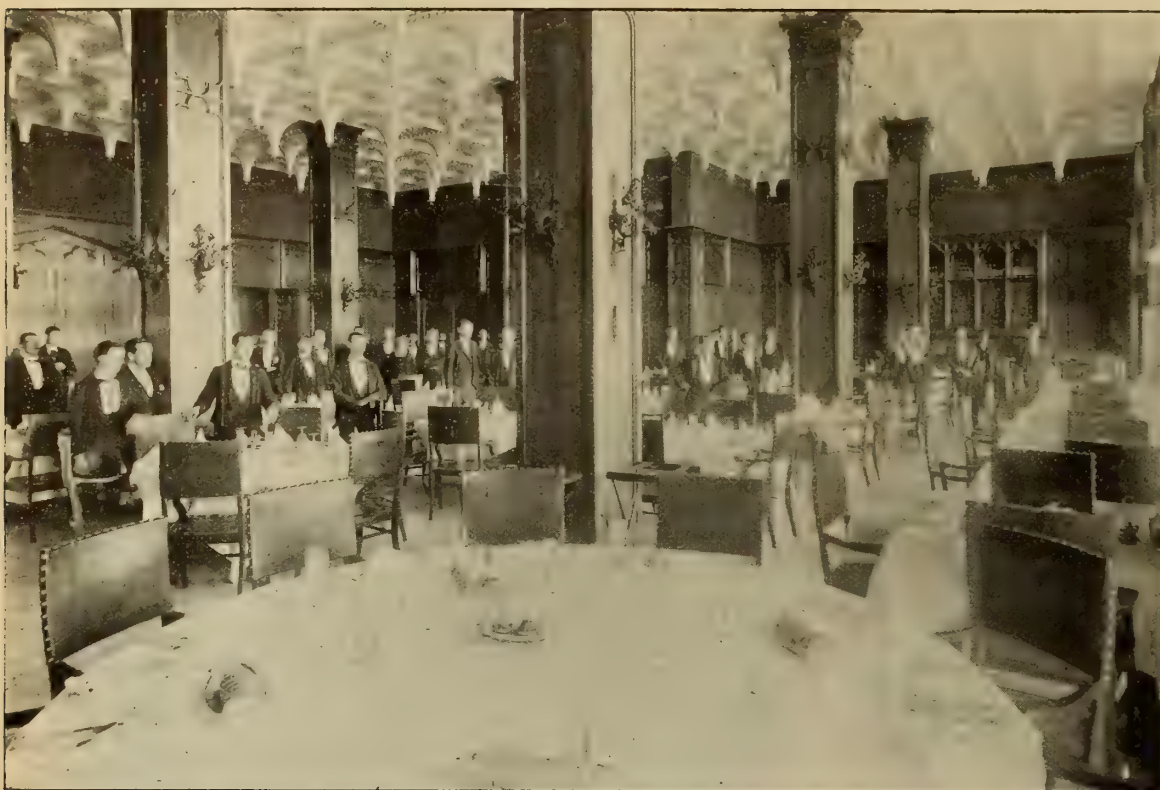
THE CLUBHOUSE.

Wheelmen have not been slighted by the club. A room 25x100 feet has been provided for the storage of wheels in the basement of the clubhouse and on the first floor is a parlor and reading-room for the exclusive use of cyclists.

But we will make a tour of inspection through the clubhouse. Entering the main or first floor from the street we are inducted into a lobby about 60x80, the floor of which is one of the finest patterns in mosaic work ever laid in the country. On this floor are the main offices of the club, the barber shop, wash-room, bicycle parlor, and the bath. The last named is a marvel of fine workmanship, and it is doubtful if its equal was ever built even in the time of the Greeks and Romans. Entering, one sees the offices and ten dressing-rooms, all done in mahogany.

Farther along is the entrance to the Turkish baths. The first hot room is thirty feet square, with tiled floor and mosaic ceiling. The latter is arched, and about fifteen feet high. The second hot room is 12x15 feet. The shampooing rooms are commodious, and six in number, all done in white marble, with swinging doors of mahogany. The Russian or steam room is lined with glazed tile. Within the bath-rooms are closets, etc., making them the most complete ever built. Leaving the Turkish bath one comes to the plunge or tank. Here is where the architect has excelled him





THE DINING-ROOM.

self. The whole is made of white marble. Each column is one huge piece reaching from floor to ceiling, twenty-five feet in height. The tank is 60x40, and is lined with glazed tile. The construction of this tank is on new lines. First there is a brick wall on each side, bottom, and ends. Then comes a steel tank which was tested for leaks before lining it with English glazed tile. The tank contains a depth of eight feet of water in one end extending for about forty feet, when the bottom slopes gradually upward, and ends in four feet of water.

To one side of the tank is the lounging-room, about 40x20, and here are chairs, sofas, and vis-a-vis, where bathers can recline and read after their baths. A hint of the magnificence of the whole affair can be gleaned when we realize that the fireplaces in this lounging-room cost \$5,000 each. On one side of the tank are twelve mirrors set between marble pillars, making the tank appear twice as large as it really is and producing a novel and pleasing effect. The tank is surrounded on three sides by a gallery of white

the periodicals of the day and daily papers from all the prominent cities.

In the rear of these rooms, and occupying most of this floor, are the dressing, locker, and bathing accommodations for the gymnasium department. On the right is the office for checking valuables, and here are 100 private boxes, with keys, in which members intending to exercise may deposit whatever they wish.

Just to the left are the wash-room and two rooms of tub and shower baths. These showers are very complete, each with a new mixer and thermometer attachment, which will prove a boon to the users. On the left again are over 1,500 lockers, with a counter, at which the member gives his number and boys bring his clothing. Each piece used in the gymnasium department is

marked with the number of the member's locker. Here are also the drying-room and a large linen closet. Farther along are the dressing-rooms, each one six feet square, with rug on floor, and electric lights and plenty of hooks for clothing. There are 106 of these. Leading from these rooms are stairways, one on either side, by which the gymnasium can be reached. This room occupies nearly all the fourth and fifth floors.

The main gymnasium is a room finished in oak with heavily paneled ceiling, and is 168 feet long, 85 feet in its widest part, and about 60 feet in width for one-third its length. The apparatus is the most complete ever placed in a gymnasium, and cost \$8,500. Every conceivable piece of special machinery devoted to the use of muscle developing may be found in this room. In the west end is a clear space 70x45, and here the exhibitions will be given.

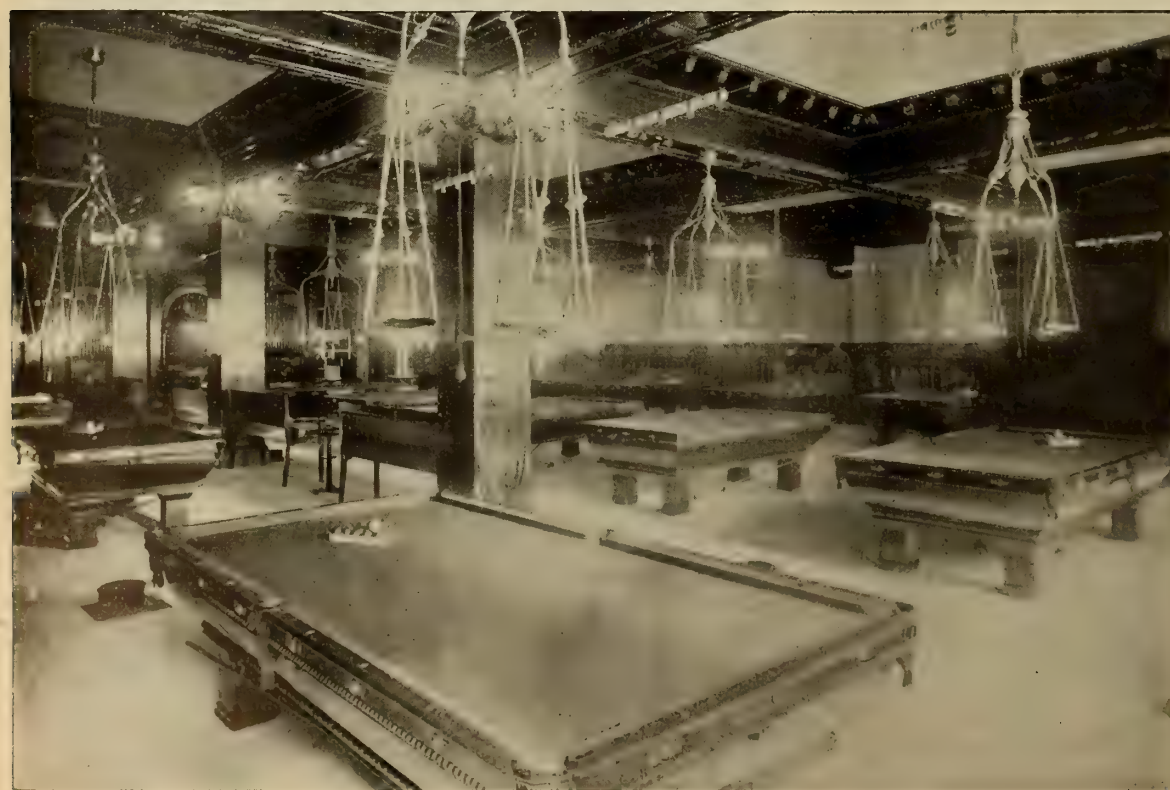
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There are two large passenger elevators, capable of accommodating twenty-five persons each, and a freight elevator leading to the floors above. The second floor is taken up by the morning or reception room and the billiard-room, the buffet being just between the two. The former is finished in quartered oak in Gothic design, and the carving in both reception and billiard room is rich and tasteful.

The reception-room is 60x85 feet, and the billiard-room the same. The latter contains nine pool and ten billiard tables, made of mahogany to match the room. The carving along the edge of the panels in the ceiling is beautiful and intricate. A portion of this room is taken up by a cafe on a floor which is raised some nine inches above the main room. Here are tables and also along the walls are cosy private nooks upholstered in leather.

The third floor is used for the bookkeeper's office, directors' room, and library on the front. The library is 40x50 feet in size, is finished in quartered oak, finely carved. Here are kept all



THE BILLIARD HALL.



H. S.



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On the fifth or mezzanine floor of the gymnasium are the running track (twelve laps to the mile), the boxing, wrestling, fencing, and two large store rooms.

The sixth and seventh floors are taken up by sleeping-rooms, fifty-six in number. These rooms are arranged some in suites with bath, others ordinary rooms, but all finished and furnished in the latest styles and designs.

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wood finish is oak, and when it is lit up by the 300 electrics the effect is grand. The room seats 190, and some idea of the business may be gained when it is stated that nearly 600 lunches were served one day last week, and the average is over 400 each day.

Leading from the main room are five smaller dining-rooms which can be separated as private rooms or all thrown into a banquet hall or connected with the main room. In the rear are the kitchen, serving, and pantry rooms, bakery, laundry, etc. On the ninth and tenth floors are the tennis, racquet, and fives courts; also markers', lounging, and dressing rooms.

There are two racquet courts of the usual dimensions, with a gallery overlooking both courts. The tennis court is of the regular size also, and all three courts are the best-lighted in the world. Skylights extend the entire length of each court. The dressing-rooms connected with the

department are twelve in number, and there are about 200 lockers; also shower and tub baths. The fives courts are in the tenth story, and are about thirty feet square.

In the basement are a rifle range, eighty-five feet in length; a bicycle store-room, 100x25; five bowling alleys of the latest style and design, and a capacious wine-room. Added to this are the engine-rooms, an electric plant, and the floor of the tank.

The club has leased the South Side ball park—at the corner of Thirty-fifth street and Wentworth avenue, where the international bicycle championships were held in August—for this fall, and will undoubtedly secure the grounds permanently, in which case a quarter-mile cinder track for the runners will be laid inside the three-lap bicycle track and the latter will then be reserved for the wheelmen exclusively.

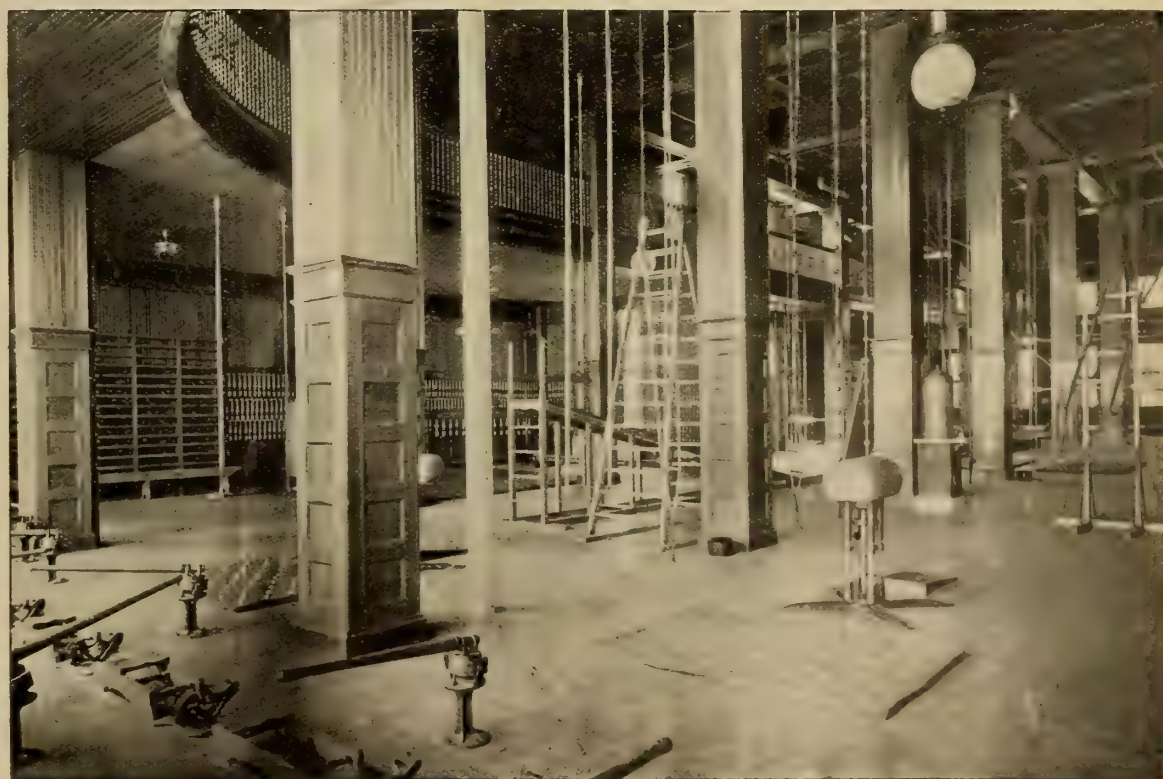
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THE PLUNGE BATH.



THE GYMNASIUM.









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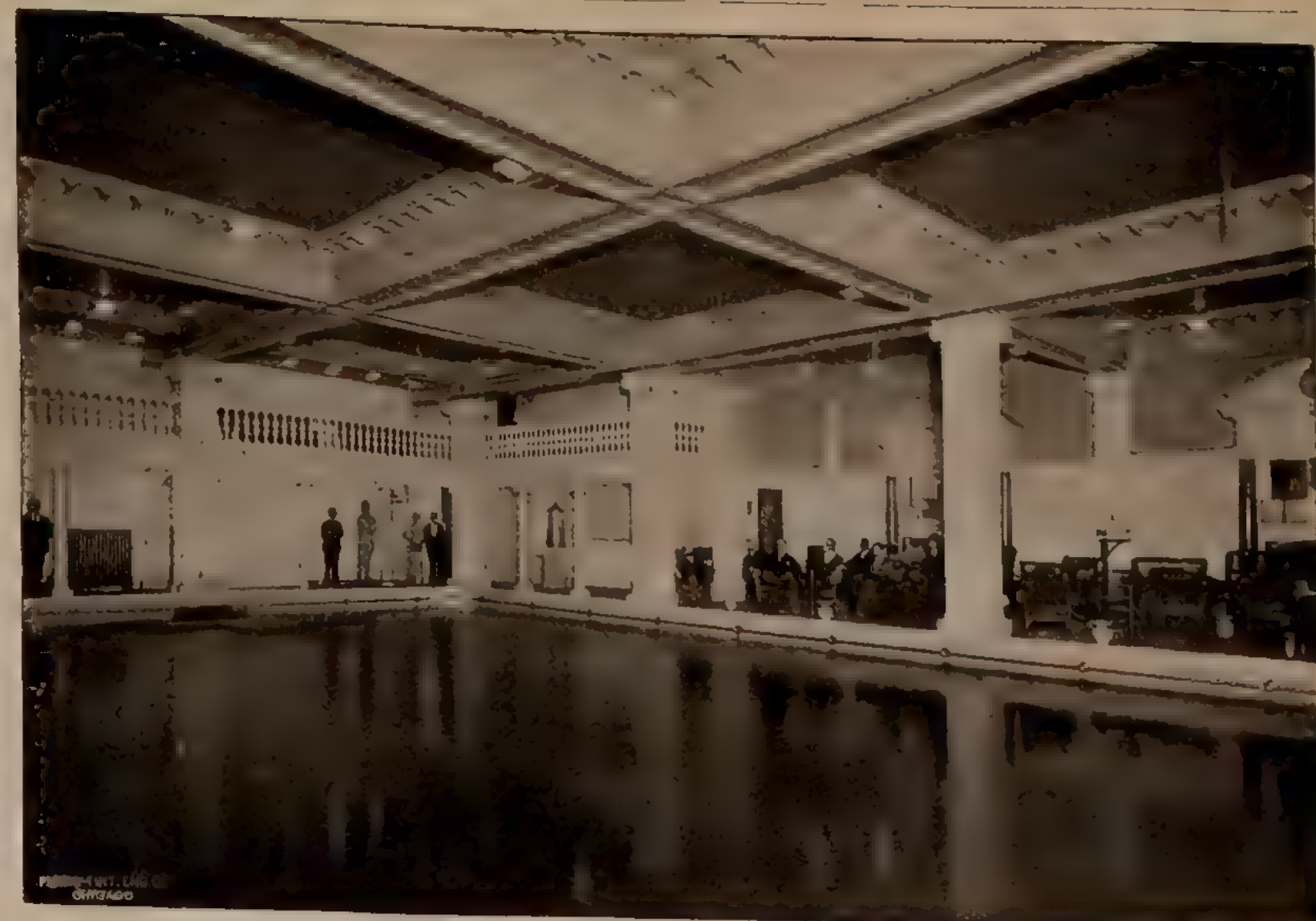
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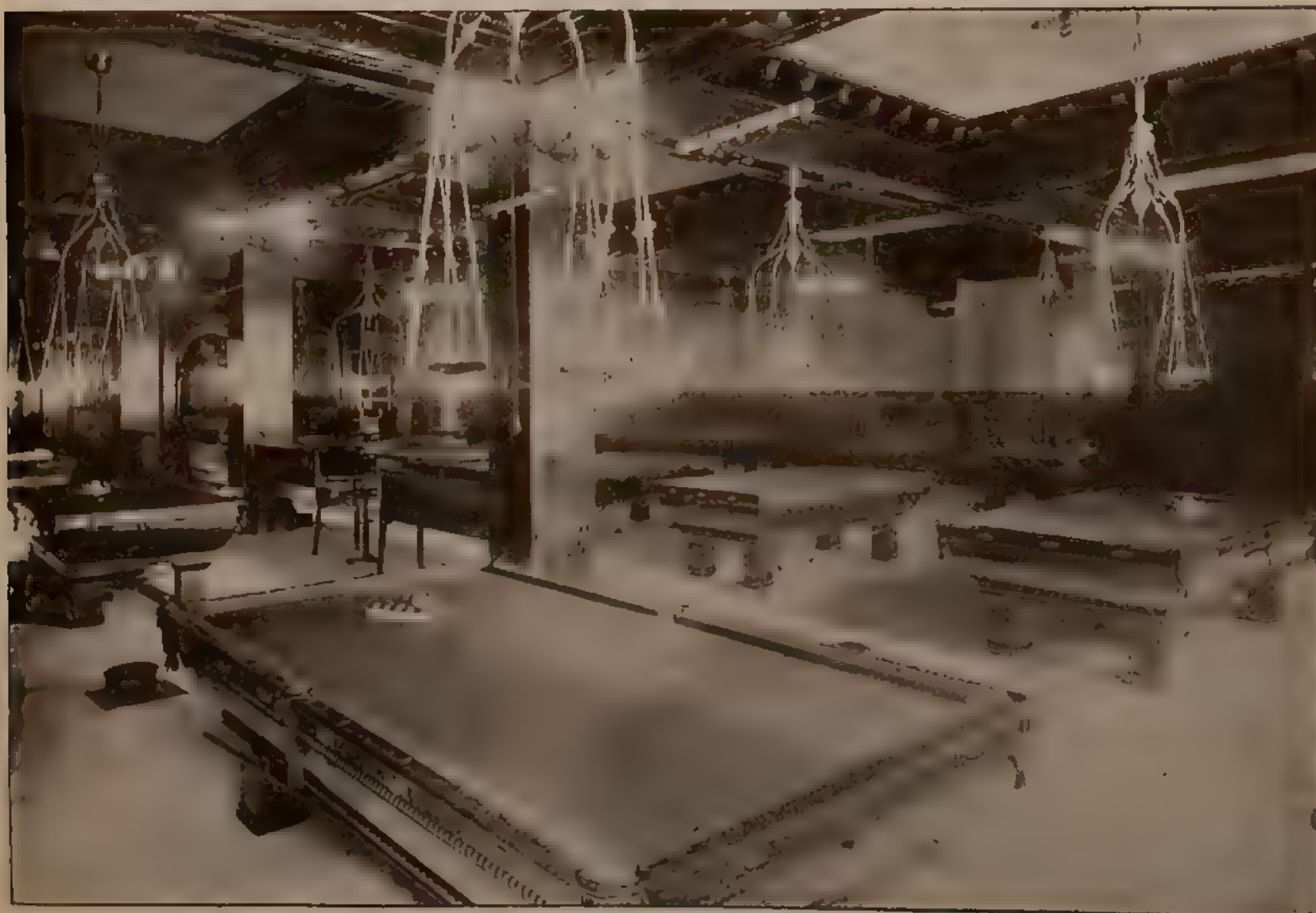
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THE BILLIARD HALL.



THE GYMNASIUM.



## OUR ROADS.

**The Only Way to Accomplish their Permanent Improvement, as Told by an Expert.**

A problem of national importance, the practical solution of which would certainly lend incalculable benefits to the general weal of the American people, is that involving an improvement in the condition of our common highways, those most important avenues of travel over which the vast bulk of our agricultural products and commercial supplies is transported to the railway and water systems of the country. A gigantic industrial revolution, both national and universal in its significance, has been effected by the advent of the railway. Within a century its bands of steel have united ocean with ocean; its network of systems has been interwoven throughout this vast Union, forming great ducts of transportation 160,000 miles in extent and aggregating a tonnage of 70,000,000,000 annually. For more than half a century it has engrossed the public mind; the stock market has absorbed the monetary interests of capitalists, and the intellectual bent of our best statesmen has been diverted from the all-important theme of improvements in our common highways.

The growing utility of the railway as a medium of transportation has made the necessity for good wagon roads increase in like ratio, and the seemingly popular idea that the former has superseded the latter in commercial importance is erroneous in the extreme. The high degree of perfection reached in facilities for the development of our natural resources has created

### An Imperative Need for Better Roads

on which to move the increased bulk of internal traffic to the railway, on which it finds an outlet to the commercial centers of the country and to our seaboard, from whence it is carried across the seas to foreign markets. The method of administration to which the management of the railway is subjected, differing so radically from that applied to our public wagon roads, accounts fully for the fact that the development of the latter has not kept pace with that of the former. A railway corporation is a dominion, we might say, wherein the controlling power is concentrated in a limited number of men, selected because of recognized integrity and special qualifications for the work of their respective departments; while in the case of roads, their control is one of dissipation among numberless incompetent individuals.

That there must be a material change in the present system of highway administration before a transformation can be wrought in the indifferent character of our roadways, is a fact well known to those who are cognizant of the inefficiency of present methods; yet the prevailing idea that any change for the better would incur an unjustified expenditure of public funds, is a formidable barrier to an improvement in existing circumstances. To effect a change in methods of administrative jurisprudence under a republican form of government, primarily requires that the public mind be apprised of the advantages to be gained thereby, for the results of the utilization of common funds are zealously observed. Ocular evidence would of course be the most patent medium by which to carry to the masses the conviction that in an expenditure made for the betterment of our highways, we would have an investment yielding compound returns, because to experience the myriad benefits of a road that would retain its smoothness and solidity through summer and winter alike, impervious to our heavy rainfall, and unyielding to the wheels of heavily loaded wagons, would be an object lesson that would elicit hearty condemnation for the blasting influences of dirt roads. Yet why are we not convinced by the experiences of those countries that have tested the adequacy of the one system and the utter inefficiency of the other? The famous Roman roads are far excelled today by those of the French republic. The shrewd Frenchman learned from the Roman to primarily consider the road a *structure* that must have a solid, dry foundation on which to place the metal, for withstanding the shock and wear of vehicles, and on this principle he has constructed 130,000 miles of the best macadamized road, which traverses this country in all directions, adding infinitely to its commercial wealth, and by facilitating intercommunication

### Elevates the Social Status of its People.

Not France alone possesses a highly commendable system of highway management, for in England, Germany, Ireland, Scotland, Italy, Austria, Belgium, Spain, Switzerland, Scandinavia, and other countries of Europe, the same evidence of industry and care is manifested in the excellent condition of the highways, and each of these countries has within its general government a department wherein is vested exclusive control of its most important highways. Can we deduce from this that these countries regard the commercial value of *mud* roads higher than those of metal? The Englishman will say that by good roads his people have profited in enhanced land values alone to an amount exceeding the increased outlay in taxes; that on the smooth, hard surface of these roads the draft of one horse is equal to that of ten in an American quagmire; that good roads "shorten the distance to market; save time, wagons, harness, horses; enlarge the territory which contributes to the home market; quicken social communication, and add to the wealth of the individual and the state." Although it is gratifying to note that in this country there is a growing interest in this question, as is evinced by the earnest pleas that are being made, through the press and in our legislative councils, favorable to a reconstruction, yet to judge by the materialization resultant from this advocacy of reform, it is evident that the proper methods are not yet in vogue, as the actual work that has been accomplished is merely initiative. In most of our states the

## Road Laws Are in a Condition of Chaos.

and the method of road administration that prevails is not only very expensive, but as shown by actual results, totally inefficient. The recorded experience of reliable men in many parts of this country, covering a long period of years—relative to its numerous defects—is sufficient evidence that a reform is greatly needed.

The immediate supervision of construction and repairs is generally under the direction of local road supervisors. The fund at their disposal is created by a capitation tax, assessed on male citizens between twenty-one and fifty-five years of age, and is collected in the personal commutation of those assessed. Although this system of levying road tax is prevalent, it must be conceded that it is very defective, and its continuance will inevitably result in poor roads; for any system providing for the assessment and collection of a road tax on labor will be found totally inadequate to the purposes for which such tax is levied. A similar method of "working out" the highway tax prevailed in England in the sixteenth century—a characteristic feature of feudalism surely unfit to form a part of the machinery of an effective government. The work done at any one time never requires a great expenditure, yet to compute the aggregate for a succession of years, taking into account the insignificant effect, would be to reveal an almost prodigal misappropriation of an enormous fund. It is not the aim of the writer, nor is it necessary to relate in detail the numerous defects in our method of road administration and construction, for to do so would be but to reiterate much that has already been said. The abominable, and frequently impassable, condition of the thoroughfares that exists in rural districts, in small towns, and even within the corporate limits of some of the large cities throughout most of the states, during the winter or rainy seasons, often causing the suspension of traffic, thereby entailing the sustenance of myriads of draft animals in idleness; hindering the transportation of agricultural products to market when prices are best; immeasurably increasing the cost to the country of moving its immense volume of commodities, and in an infinite number of ways, both direct and indirect, affecting detrimentally the commercial and social interests of the people—is material evidence that glaring errors exist somewhere in the order of things that pertain to their management. So far as doing away with faults that exist in the construction of our roads is concerned,

### There is no Other Alternative

than that to be found in the building of artificial roadways on all those main lines of road connecting one commercial point with another, and which can not, in a wet season, be made to resist the cutting action of the wheels of heavy wagons without a surface of some kind of metal, whether that be limestone, sandstone, gravel, or other materials of endurance to be obtained in or nearest the localities in which they are to be used. It is the case in nearly the entire eastern half of the United States, that owing to the hilly nature of the country the main thoroughfares connecting towns have been surveyed intermediate between parallel ranges of hills, because there the easy gradients of the valleys could be obtained. As the by-roads that cut these main thoroughfares at right angles, and serve them as feeders, tap the sections of upland country lying between the main roads, the farm products of such sections can be wagoned with facility down the slopes on either side to the main lines and on them find easy access to market. For this reason and in view of the fact that a dirt road on the incline of a hill can be readily drained and kept in fair condition throughout the year, the macadamizing of these less important roads is rendered unnecessary, further than on that portion of any of them that may traverse low wet lands in approaching the main lines.

Although in the western portion of the country the physical conditions are generally reversed, yet in the majority of the western states the same scheme of permanently improving the main lines of road connecting commercial centers would be an incalculable benefit. In parts of a few western states

### Bad Roads Are Probably the Exception,

owing to peculiar properties of the soil and to climatic influences; yet considered as a whole the western half of the Union is as imperatively in need of artificial roadways as is the eastern. The most vital consideration affecting the question of road construction is that relative to the wide diversity in resources from which to obtain proper materials. Owing to the abundance and excellence of material in some localities and the scarcity and inferiority of it in others, there is a difference of at least tenfold in the cost of construction and maintenance, as shown by official returns from the various states. Owing to this wide deviation from uniformity in physical conditions, and to the existing scheme of sectional road legislation, that portion of the people with whom nature has dealt most sparingly in the bestowal of her advantages, is required to sustain alone the burden of taxation needed to place them on an equal commercial footing with their more fortunate fellows, while the reverse would be more compatible with justice. An equalization of these conditions can never be effected nor any significant progress made in general road improvement, so long as the power of road administration is vested in the separate states. To build and maintain public highways is the constitutional right of our general government. Article I, Section 8, of the Constitution, delegates to Congress the power to lay and collect taxes; to provide for the common defense and general welfare; to regulate commerce . . . among the several states . . . ; to establish postoffices and *postroads*, and to perform other functions. That our roads should be under the immediate surveillance of the general government is a fact substantiated by the varied experiences of other countries



that now possess excellent highways. For centuries the question of improved roads occupied the attention of the English people in much the same manner that it has occupied our attention for a great number of years, no improvement resulting until parliament, in 1835, passed the general highway act, to which is due the present excellent condition of their roads. One of our civil engineers of high repute, who has made careful and extensive research relative to this topic, says that after an exhaustive examination of reports and statistics collected in twenty-three separate European states, he finds that in each case the quality and condition of the public roads are raised or lowered in about the same measure that the general government bestows or withholds its official direction.

Not until our general government provides for the construction and maintenance of high-class roads will there be any marked change in their present inferior condition. Great road-making companies will then spring into existence and Yankee inventive genius, which has played so active a part in the advancement of other vast enterprises, will devise labor and time-saving machinery that will facilitate the progress and very materially

#### Reduce the Cost of Road Construction

and maintenance. Those men who are more conspicuous for their lack of progressiveness than for multifarious reasoning powers, will assert that as the community has so long existed under the *mud dispensation*, it can contrive to do so for all time to come, not realizing that with equal consistency the logical inference might be drawn that as the primitive savage existed for centuries with no other roadways than those marked through the forests by the blazing on trees, we might also follow the example and be barbarians. Others will lend energetic opposition to any form of public improvement that may result in more direct advantages to others than to themselves, disregarding the fact that were such a policy to obtain in all national and state legislation, the outcome would be speedy and inevitable ruin to the country.

The plea that ours is a new country and therefore unable to sustain a policy involving a great expenditure for the improvement of our roads, is untenable. Our country is old by virtue of accumulated attainments, inherited from countless generations that existed before the foot of Columbus touched its shore. It is rich beyond computation in developed and undeveloped natural resources. The population of most of our states is of greater density than that of Europe, and our per capita wealth exceeds that of any other country on the globe. If we are to vindicate our common boast that we are a progressive, ingenious, and cultured people, we must no longer adhere to the inefficient, antiquated, and barbaric methods of administering to our common roads, for they constitute one of the most potent elements of social and commercial ascendancy.

FLUSHING, OHIO.

A. B. LACEY.

#### The Cleveland Branch of the C. O. P.

JOHNSTOWN, PA., Sept. 16.—A. I. Brown, of Cleveland, won the half-mile open, the half-mile handicap, the mile open, and the five-mile open here today. E. C. Johnson, of Cleveland, won the mile handicap, ran second in the half, mile, and five mile open, and established a half-mile record of 1:04 2-5. A. L. Banker won several thirds.

#### A. I. Brown Scores.

FINDLAY, OHIO, Sept. 13.—The attendance at the races here today was small, owing to the rain in the morning. A. I. Brown of Cleveland, won the half-mile open, the quarter and the half mile handicap. Ed Douglass, 350 yards, captured the two-mile handicap, Conn Baker second. Columbus won the team race.

#### The Dog Enjoyed It.

A BEARINGS man was riding along Jackson boulevard last Sunday when he passed an elderly man who rode as if he were walking on eggs. He set a moderate pace and carefully avoided all teams. Happening to glance around, THE BEARINGS representative saw a tiny black and tan dog's head sticking out above the man's vest. The gentleman said this was the way in which the dog took his outings. The animal enjoyed the fun and never moved.

#### Peck Adds to His Laurels.

CANTON, ILL., Sept. 15.—When the Chicago riders were down here last week, one of them lost his heart to one of the fair maidens of the town, and so great was the attraction that he had to come down today and ride at the Farmington races. The Chicagoan was C. H. Peck, and he won the quarter, the half, and the five mile open races and ran second to Bert Myers in the mile open and in the half-mile heats.

#### Of Course the Wheelman Won.

BERLIN, Sept. 9.—Horse-dealer Wulff bet Land-owner Harken \$240 that a thoroughly sound horse could not compete with a first-class cyclist in a race over a course of about twenty-two miles. Harken rode his own magnificent thoroughbred. Wulff got the services of Grundmann, president of the Oldenburg Cycling Club. The cyclist won a signal victory, covering the distance in 62 minutes, three minutes less than the horse.

#### The C. O. P. at Monroe.

MONROE, WIS., Sept. 15.—Levy, Denison, Hart, and Parkes captured all of the open and class events at the races held by the Green County fair yesterday and today. They had an easy time of it and won what they

pleased. Levy won the mile open, the 3:00 class, and ran second in the quarter and half mile opens, the 2:40 class, and the two-mile handicap. Denison won the two-mile handicap, the 2:40 class, the five-mile handicap, and ran third in the quarter. Hart captured the half-mile open, was second in the 3:00 class, and third in the mile open and five-mile handicap. Parkes won the quarter, was second in the mile open, and third in the 2:40 class. S. L. Hodges won the mile southern Wisconsin championship and G. F. Hedges captured the two-mile handicap for Green County riders. Just as the sprint started in the half-mile open on the second day a colt was led across the track and Levy ran into it, knocking the animal over the fence. Denison was forced to dismount and Hart won. Levy was badly bruised and did not ride in his usual form.

#### Don't Know a Nut from a Ball.

Even at this period of cycling history, says the *Sporting Times*, the ignorance of some cyclists with regard to their machines and all connected therewith is extraordinary. In common with all of our contemporaries, we are constantly engaged in the endeavor to teach the rider how to get the maximum of comfort and the best results, but some are apparently determined not to learn.

#### Through Southern Eyes.

The most delightful season of the year for riding is now approaching, says the *Atlanta Constitution*. Equestrianism has become very popular, and our avenues are crowded with everything in the shape of a four-legged animal that can be ridden, from a 2:35 trotter to a saw horse. Bicycles may be very nice to ride, and they have the advantage of not needing anything to eat but a little machine oil occasionally, yet a man can never make the same impression riding on a bicycle as when mounted on a prancing steed. Then is when you think of heroes, and set your imagination working wonders about the way "he" would have ridden into the thickest of the fight, and with his trusty right hand—which measures calico during the week—have slain 2,000 of the enemy at a blow. Ah! yes; it is an inspiring sight, let your imaginations have full swing; ahem! But be sure you recover from such an ecstasy, or you are liable to be shut up and labeled "dangerous." Imagine Napoleon on a bicycle riding to Waterloo; think of a statue of Washington mounted on a bicycle, or Ben Hur, or Snapper Garrison! No; the bicycle can never be the noble animal that a horse is, and its devotees can never cut a sublime figure until they cease to wear those watch springs around their ankles and take the crook out of their backs.

#### Osmond Leaves Us.

F. J. Osmond sailed for home last Thursday. He enjoyed his stay in this country, but the Whitworth Co. needed him at home and he had to go.

#### Records Accepted.

The following claims for records have been passed upon and accepted by the Racing Board: W. C. Sanger, Milwaukee, Wis., one-mile competition, 2:14 3-5, Hartford, Conn., July 4, 1893; E. A. Nelson, Springfield, Mass., quarter mile against time, :30 1-5, Hartford, Conn., July 4, 1893.

#### NOTES OF THE WHEEL.

The triplet has made its first appearance in England.

Dick Howell and Alf Robb have applied for a license in the N. C. A.

A racing man who fell in a race on Labor Day at Port Richmond, N. Y., had an ear cut off.

At the Jacksonville, Fla., meet on September 14, Adams, Menager, and Caldwell divided honors and won nearly everything.

Pontiac, Ill., will give its first annual meet September 29 and 30. While the prize list would not tempt a Zimmerman, yet it is good enough for a pot-hunter.

A Babylon (L. I.) wheelman recently ran into ex-Sheriff Wilson, aged ninety, knocking the latter senseless. The cyclist is now serving three months in jail.

England's favorite song about "Daisy, Daisy," and the "bicycle built for two," has reached America. It was sung at one of the Chicago variety shows last week, and was heartily encored.

The Pittsburg *Press* speaks editorially of the bicycle as a news gatherer. It says that the wheel recently allowed them to "scoop" their contemporaries by allowing the reporter to beat a train.

Twelve French priests were recently seen at the foot of a hill near Paris riding ladies' wheels. Several bravely started to ascend the hill, but one fat priest had to give up before he had gone a dozen yards.

G. C. Smith, O. S. Brandt, and F. J. Miller intrusted three gold watches, a diamond stud, and \$60 in money to Frank Pierce, their colored attendant, at the Waltham races. They are now looking for Mr. Pierce.

Kaufmann and Barber have at last signed articles for a championship match, to take place at Washington Rink, Rochester, on October 6. A forfeit has been posted, and the vexed question of superiority will be settled.

America's grand old man of cycling is Sidney Putnam, of Mill Village, Pa. He is sixty-two years of age, but managed to break the record between Waterford and Erie. The distance is fifty-four miles, and he did it in 54 minutes. Incidentally he beat two young men for a \$30 purse.



## ROAD RECORDS BROKEN.

**French Riders Still Attacking Them--Terront's Proposed Ride to St. Petersburg.**

PARIS, Sept. 6.—The road records up to 12 hours were beaten on August 27 by Mr. Baze, from Poitiers, on the roads around Chatellerault, as follows: Starting from Chatellerault at 12 p. m. on Sunday, he went through Mirebeau to Loudun and back in 5:47:00; then on the Tours road, where at 6 a. m. he had covered 175 kilometers, beating Pachot's record of 164.100 kilometers. Then back to Chatellerault and on to Chauvigny, where he turned back to Chatellerault with 17 minutes' gain on his schedule. The wind hampered the record man on the way back, and he lost his gain, arriving at Chatellerault behind the appointed time. Fresh pacemakers took him on to Ste. Maure, the wind again causing them to lose 8 minutes, but helping the ride so well back that Chatellerault was again reached at 12.10 p. m., 325.200 kilometers having been covered in the 12 hours, beating Holbein and Brown's record (tandem) of 200 miles, or 321.866 kilometers by about three miles. Baze had covered the 175 kilometers in 6 hours, 200 kilometers in 6:47:00, and the 200 miles in 11:51:00, beating the previous records for the distances. He is comparatively a new rider, having only been on the wheel for two years, but has shown up very well in long-distance road races. This was his third attempt at the 12-hour record, having failed on the previous trials on account of bad weather.

### The Paris St. Petersburg Record.

Charles Terront, of Paris-Brest and 1,000-kilometer match fame, is out again for one of his wonderful rides, having arranged for a record ride from St. Petersburg to Paris, which he will shortly undertake. This is quite a serious undertaking, as no less than 2,000 miles have to be covered, partly through the barren steppes of Russia and the eastern provinces of Germany, where the roads are said to be in a condition that would place them on a level with the worst American trails. Arrangements for the ride are being made by H. O. Duncan, the well-known sportsman and friend of Terront, and by Count Tolstoi, who is also an enthusiastic cyclist. The latter has undertaken to find guides and pacemakers for the record man in the Russian and Polish districts on the road, and has already negotiated with clubs in Warsaw and other towns to have their riders help the record man in crossing their country. Meyer, the winner of the recent Paris-Trouville road race, is to take Terront at the Polish frontier, and assist him through Germany, the language being unknown to the record man.

An interesting feature about this ride is that a Mr. Pautrat, a French road rider, recently started from Paris to establish the record on the course going east, and is now well on his way through Germany, traveling alone. He intends to meet Terront in St. Petersburg, and to come back with him to try and better his own time, which he probably will do if he can stay with Terront, who is in splendid form just now and thinks nothing of coming from Rouen to Paris several times a week on the road, whenever he has any business here.

### Long-Distance Road Riding.

This peculiar branch of the sport is enjoying a regular boom just at present, for which Farman and De Perrodil's record from Paris to Madrid seem to be mainly responsible. Rivierre, the road man who came in seventh in the Bordeaux-Paris race, has undertaken the Calais-to-Marseilles-and-back ride, and has already arrived at Marseilles, beating by

over 8 hours the time of Coullibeuf, who held the record. Rivierre is now on his way back, and intends to go for the road records up to 1,000 kilometers before he stops. Two other good road riders, Messrs. Beaul and Desbordes, from Brittany, are also on their way for a ride from Brest—at the extreme northwest of France—to Belfort, on the eastern frontier, and despite an accident near the start are now well past Paris, and riding with all hopes of a success.

### On the Track.

The week has been rather quiet, and the riding has been almost entirely practice work, in view of the five-kilometer U. V. F. championship, which is to be run on Sunday next at the Seine track. The cracks went to Vichy on last Sunday on a little pot-hunting party, where Cassignard again easily took first honors, Medinger taking second place. The juniors were all at Rheims, where the juniors' championship was being run. Louvet scooped this, beating Baras, who in turn beat Gaby in the run-over of the tricycle race, after they had made a dead heat. Louvet and Baras will therefore be classified in the senior class at the end of the year. Louvet has entirely recovered his form, and last night rode a lap at the Seine track in :38 2-5, with a flying start, which is very good for an unassisted ride.

### The New Tracks.

Paris will be provided next year with two new tracks, one of which is to be built by the Physical Improvement League, the other by the Amateur Cycling Association. Mr. Mousett, the noted writer and extricycle champion, is to superintend the building of the first, and he intends to model it after the Herne Hill track, for which he professes much admiration, since he tried it as a competitor in the recent Cuca Cocoa race.

Following the victory of Cassignard in the one-kilometer championship, a prominent sportsman, R. Knowles, offers to match him for \$2,000 against any rider in the world, the American champions preferred. Despite our champion's fine form, and even supposing that the world's championship present holder, Zimmerman, would be willing to enter into competition against a man who is not an amateur, we think that Cassignard would have to fight against long odds, one of which might be the climate, to which he would not be used, and also the different diet he

would have to follow, and which might prevent him from getting in form in time to run the match this season.

A. G. ROUX.

### GEORGE L. EMERSON.

At the big meet held at Washington Park, Chicago, last fall, G. L. Emerson, of the Chicago Cycling Club, surprised the talent by running away from his field in the half-mile handicap, winning easily. He continued his good work this year by winning third time prize in the Pullman road race, defeating all the cracks. At Rockford, on the Fourth of July, he won most of the open events, beating out several good riders. On the circuit that followed he won several races, but at Fort Wayne was mixed up in a tumble and his leg severely cut by a rat-trap pedal. The wound is now healed and Emerson ought to make a good showing at the Chicago meet next month.

### Military Teutons.

The military authorities of Germany, says an English exchange, are an up-to-date body of wide-awake men, and believe in the cycle for war purposes. They do all they can to encourage cycling in the forces, and often give races both for the privates and the officers.





## EDGE BREAKS EDGE'S RECORD.

**The 100-Mile Best is Lowered in the Bath Road Club's Race—Harris Wins the Surrey Cup.**

LONDON, Sept. 9.—Last Saturday the Bath Road Club held its annual open 100-mile road race, always an exciting contest. This year there were thirty-three starters, and a new \$210 cup was put up for competition, the last having been won outright by "Bath Road" Smith. There was a strong head wind blowing against the riders on the outward journey, starting from north of Hitchin. Punctures and other accidents threw many riders out of the contest. At an early period S. F. Edge was paced away from the crowd by the professional, Oxborrow, and ultimately won by many yards from Wridgway, the Bath Road flier; E. Hale, the half-forgotten veteran of the Brixton Ramblers C. C., getting in third. S. F. Edge accomplished the remarkable feat of breaking T. A. Edge's 100-mile record—made in a straightaway time trial—by several minutes, doing 5:24:57 over the out-and-home course.

### On a Historic Track.

On the old cinder-surfaced, unbanked track at the Crystal Palace, whereon Cortis scored many triumphs ten or more years ago, and where, later, Hillier had his school of speed men for many seasons, the Anerley C. C. held a 12-hour path race last Saturday. The winner turned up in W. H. M. Burgess, who accomplished 192 miles 1,509 yards. Experts consider this equal to about 220 miles on a track like Herne Hill. The race has made an impression and there is some likelihood of a similar contest being arranged on the Herne Hill path before the riding season closes. Last Saturday eight men finished, the last on the list putting 122 miles to his credit.

Over a course in the convenient Phoenix Park, Dublin, the Irish Cyclists' Association held its fifty-mile road championship last Saturday. The previous holder, P. J. Kenna, of Limerick, again scored a win in 2:41:50—record for Ireland.

The Coventry Districts' C. C. held an open hundred on the road last Saturday. H. Large was first, in 5:55:13, and F. Greville (both of the promoting club) second, 5:59:33. The winner lowered the Midland record for the distance, 6:18:04, made by C. A. Smith in 1890.

### Holbein Among Records.

M. A. Holbein is once more fit. Last Friday week, in company with A. Brown, on a tandem safety, he broke the 100-mile record of 5:53:00, reducing the time to 5:36:12; and this in spite of roads heavy with rain.

Next Saturday a racing carnival will be held at Leeds in aid of the Thornhill colliery disaster fund. The railway company has promised to convey forty competitors to Leeds free of charge—a generous piece of assistance. No entry fees will be charged, and it is hoped that several of the cracks will contrive to attend and ride.

### Never Says Die.

Lawrence Fletcher left Land's End (for the third time) at 2 a. m. last Monday. At Warrington (358 miles) he was 30 minutes inside of record time. He rode 281 miles in the first 24 hours and on reaching Wellington, (300 miles) took 1 hour's sleep. In Scotland he encountered wretched weather and bad roads and on reaching Inverness he gave up his object. Turning round he went for the 1,000-mile record, which he succeeded in lowering in 4 days 23 hours 30 minutes, finishing at Sterling in splendid condition.

On Wednesday evening, at Herne Hill, the sole attempt at record during the past week was made by A. W. Harris, who succeeded in lowering the starting quarter from :32 3-5 to :31 2-5. The former record was that first made by Zimmerman in England. Herne Hill now holds all the British records, and all the world's records from two miles upward. [Meintjes has since regained most of them.—ED.]

### Grass Records Go.

KENNINGTON OVAL, Sept. 9.—The usual enormous gate, estimated by experts at 12,000 people, assembled at the Oval this afternoon to witness the excellent programme provided by the Surrey B. C. for their autumn meeting. The four-lap grass course was in fine order, the rain last night having enabled the roller to do its work well, and the very short herbage contributing to make a smooth surface. Fast times and grass records were the order of the afternoon, as will be seen. Not only was the plan of pegging out the course with a white tape again resorted to, but the press were

provided with accommodations on the first floor of the pavilion, thus reducing the usual crowd within the inclosure to about a dozen officials. The feature of the meeting, in addition to the usual items, was a five-mile scratch tandem safety race, which proved a complete success, all the grass records going by the board from one-quarter to five miles. In the third heat of the mile handicap, U. L. Lambley lowered the grass records from the starting quarter to the full distance, his times being: One-quarter, :35 4-5; one-half, 1:11 3-5; three-quarters, 1:52 2-5; and one mile, 2:33 4-5. He had twenty yards start and won his heat, riding twenty yards to complete the full distance. In the seventh heat A. W. Harris, riding from scratch, accomplished the following better times: One-quarter, :35 3-5; three-quarters, 1:51 4-5; one mile, 2:29 3-5. There was a light wind, and cool cloudy weather prevailed. Results:

One-mile handicap, final heat.—T. Desnos, 140 yards, first; A. Martin, 130 yards, second; W. J. Welsh, 90 yards, third. Won by fifteen yards in 2:23 3-5. Ten ran.

One-mile open for Sydney challenge trophy.—The first heat produced a close finish, F. Pope just beating W. G. Chilvers, who nearly dead-heated with J. Camp; M. B. Fowler, fourth; G. E. Osmond, fifth. Time, 2:41 1-5. In the second heat only Stroud, J. Arum, and U. L. Lambley ran. A crawl, followed by a desperate last lap, resulted in the order given at the tape, Stroud winning by two yards. Time, 3:15 4-5. The third heat was a walk-over for Scheltema-Beduin. The final looked like a gift for Stroud when he burst away a lap from home, but Pope overhauled him riding splendidly and winning by half a wheel from W. G. Chilvers in 3:04 3-5. Beduin was a good third.

Five-mile scratch tandem safety race.—Five pairs started as follows: C. G. Thistleton and H. Hill; G. E. Osmond and R. G. Merry; W. A. Heasman and S. T. Norfolk; C. A. Smith and R. J. Atkinson; and J. N. Still and E. Ridout. The first pair burst a tire in the first mile and retired, and later Heasman and his partner gave up, outpaced. The three pair left in made a fine race, grass records being lowered from one-quarter mile onward. Osmond and Merry led for the most part, Smith and Atkinson having to be content with last position. Three laps from home the Osmond-Merry combination ran clean away from the others, doing the last mile in 2:20 and the last quarter in :30 3-5, winning by 100 yards. Still and Ridout were second and Smith and Atkinson third. The race excited immense enthusiasm and the victors were loudly cheered. Time, 12:54 1-5.

### Harris Wins the Surrey Cup Race.

As usual the Surrey cup race produced great excitement. I have seen many cup races, but never a finer contest than this one. Twenty-six men started and fifteen finished—a phenomenal field for a cup finish. Harris won his first share in the new cup, he having made the previous one his absolute property by two consecutive wins. Grass records went from three miles to the finish. Harris went in front a lap from the finish for the first time, and left the crowd easily, winning by fifteen yards from T. W. Good, F. Pope being third, a yard behind; G. E. Osmond was fourth and M. B. Fowler fifth. Time, 27:23 4-5; last quarter, :31 4-5. The previous best was H. J. Howard's 28:09 4-5, made at the Oval in a cup race in September, 1891. Contrary to

expectation there was no dangerous rush by the crowd—a clear interval elapsing after the finish before the people swarmed across. This was the result of keeping the inclosure clear.

C. W. HARTUNG.

A physician of Auvergne, France, is in the habit of harnessing his two dogs to his tricycle to help him over the hills. One very hot day the doctor made the dogs sweat and one of them, while they were going down a hill, seeing a pond at the bottom, and being very thirsty, rushed for it and precipitated the tricycle and doctor into the water. Tableau.

Echard, a Frenchman, has bet a fisherman named Baisse that the latter can not catch ten pounds of fish while Echard is riding from the Maillot gate to the Ile de Poissy.

C. F. Barden, the Englishman who came to this country and took out a license to ride for cash, has returned home and will again race as an amateur. He says he did not join the N. C. A., although pressed to do so.

### ATTENTION, MILWAUKEE!

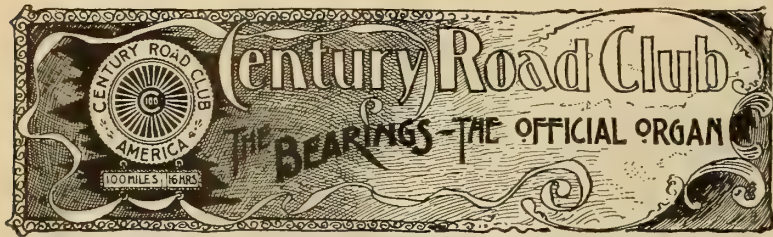
What means this wondrous clangor,  
The cry of Sanger! Sanger!  
That's rolling east and west?  
He rode with Jim and beat him,  
Prepare with songs to greet him,  
In our great Sanger-fest.



G. ERNEST OSMOND AND J. W. STOCKS.

—Bi. News.





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R. N. Reeves, 34 Marine Bldg., Chicago.	C. Totten, 716 E. Houston St., Sherman, Texas.
J. L. Rowson, 814 Green Ridge Street, Scranton, Pa.	

**AWARDS ARE MADE.**

Many Bicycle Firms Are made Happy by Receiving a Medal.

The committee on awards which has been viewing the bicycle exhibit in the Transportation Building at the World's Fair has at last completed its work, and the list of awards was made public yesterday morning. The awards were not given to the best bicycle, but each firm whose machine excelled in some points received a diploma setting forth the facts. Awards were issued to the following firms:

ILLINOIS.—Stokes Mfg. Co., Sterling bicycles; Ames & Frost Co., Imperial bicycles, collective exhibit; Kenwood Mfg. Co., lady's special bicycle, road racing bicycle, patent pneumatic tire, valve, and rim; Derby Cycle Co., bicycle; Gormully & Jeffery Mfg. Co., Parabolic bicycle lamp, ladies' Rambler bicycles, men's Rambler bicycles, unbrazed bicycle frame, pneumatic tire; Monarch Cycle Co., road racer bicycle; A. Featherstone & Co., bicycles; Western Wheel Works, children's carriages, invalids' rolling chairs, bicycles; A. E. Hotchkiss, bicycles; Freeport Bicycle Mfg. Co., bicycle stand.

INDIANA.—Marion Cycle Co., Halladay-Temple Scorchers.

MICHIGAN.—Kalamazoo Cycle Co., bicycle sundries.

MISSOURI.—St. Louis Refrigerator & Wooden Gutter Co., Lu-mi-num bicycles.

OHIO.—Gendron Iron Wheel Co., baby carriages, velocipedes, and bicycles; Yost Mfg. Co., boys' and girls' bicycles; McIntosh-Huntington Co., Sunol bicycles; Garford Mfg. Co., bicycle saddles; Snell Cycle Fittings Co., bicycles and accessories.

MASSACHUSETTS.—Hickory Wheel Co., Hickory bicycles; Simonds Rolling Machine Co., steel balls and rolled forged specialties; Overman Wheel Co., Model D Victor, Victor racer.

NEW YORK.—Fenton Metallic Mfg. Co., bicycle handle-bar; Remington Arms Co., bicycles; Peerless Mfg. Co., bicycle sundries.

CONNECTICUT.—H. D. Smith, Plantsville, bicycle forgings.

The foreign exhibitors to receive awards were: Raleigh Cycle Co., Quadrant Cycle Co., Warman & Hazlewood, Premier Cycle Co., Gould Bicycle Co., Henrich Kleyer, Adam Opel.

**Have Put up the Money.**

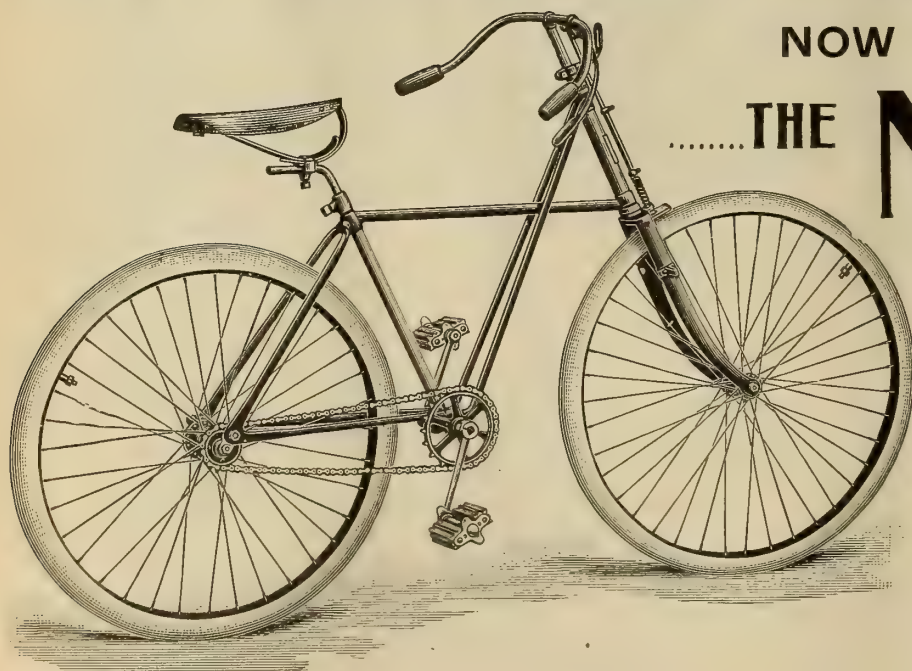
E. C. Stearns & Co. have forwarded the certified check for \$750 that is to bind the match with the St. Louis Refrigerator & Wooden Gutter Co. The trustee has been instructed by the Stearns Company, that in case the provision of the challenge regarding the forfeiture is decided against them after the tests, this amount shall be paid to any charitable institution the aluminum people may name, upon the signature of three out of five of the judges who officiate.

# EXTRAORDINARY OFFER!

NOW IS THE TIME TO BUY.

.....THE **NEVERSINK**

OUR SPECIAL FRAME.



**\$75** Reduced for a Short time .....only to..... **\$75**

Testimonials from some of our customers:

"Easiest riding." "Better hill climber and coaster."  
"More elastic." "More graceful."  
"Less fatiguing in long or short rides, etc., than any other wheel manufactured."

We boast of being the only manufacturers of 1893 bicycles who claim to have no complaint of frame straining, breaking, or giving way in our light machines. Weights from 24 to 40 pounds.

Send in your order early, for this offer is for a short time only.

# METROPOLITAN CYCLE CO. - READING, PA.

Mention The Bearings



*Unprejudiced Truth Acknowledges*  
**COLUMBIA SUPERIORITY**

*In the Popular Requirements of*  
**Speed, Comfort, Safety, Durability,**  
**COLUMBIA BICYCLES**

*Are Completely, Unequivocally, Absolutely, the Standard Bicycles of the World.*

BOSTON.  
NEW YORK.

**POPE MFG. CO.**

CHICAGO.  
HARTFORD.

MENTION THE BEARINGS

**NOTHING BETTER FOR TOURING.**

THE HARTFORD CYCLE CO., Hartford, Conn.

NEW BRUNSWICK, N. J., Aug. 4, 1893.

GENTLEMEN:

I inclose you a clipping from a local newspaper relating to the splendid record of my Hartford Safety and the Columbia tires with which it is fitted, in particular.

I have ridden my wheel 2,363 miles and, with the exception of a few minor items, it has cost me nothing for repairs, and the wheel looks today as good as when purchased a year ago.

As I recall some of the trips taken in the mountain section of the State, the durability and stanchness of the Hartford wheel is more forcibly brought to my mind.

Yours sincerely,

GEO. W. VAN VECHTEN.

**THE HARTFORD CYCLE CO., HARTFORD, CONN.**

MENTION THE BEARINGS

—❖❖ Our New Tire ❖❖—

**The Wizard**

a reasonable expense. It has our special recommendation as a thoroughly reliable and well constructed single tube tire and is warranted as to material and workmanship. It is without doubt the best tire on the market for the price, which is the lowest we have ever offered a pneumatic tire. Correspondence solicited from manufacturers and large repairers.

AMONG the tires we offer for general sale is our new tire, to be known as

**THE "WIZARD."**

It is a single tube tire, similar in construction to the regular Columbia tire, with red rubber tread, and is intended especially for use of repairers and for changing over to pneumatic tires at

**Hartford Rubber Works Company, Hartford, Conn.**

MENTION THE BEARINGS



# We Crow...

Can't Help It!

When any company manufactures a bicycle that has accomplished what the **Fowler** has in less than one year's time, why shouldn't they crow? It has stood every test, and we justly lay claim to

**The Popular Wheel of 1893.**

Do you know that

# THE FOWLER

has got as many races this season as any wheel manufactured—we mean, ridden by amateurs, not by “hired men.” We have some “notes” next week. Look us up.

.....

AGENTS  
Are you with  
us for '94.

**Hill Cycle Mfg. Co.**

142-148 W. Washington St., CHICAGO.





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

*The Bearings Publishing Company.*

*Gentlemen: We are so well pleased with the result of our advertising in your paper that we feel encouraged to resume same and would ask you to insert our advertisement again till further notice.*

*Respectfully yours, CHAS. J. HAUCK & SON.*

Brooklyn, N. Y., Sept. 18, 1893.

### THE BIDWELL FAILURE.

NEW YORK, Sept. 18.—The appointment of a receiver for the George R. Bidwell Cycle Co. has created considerable sensation in trade circles here. Theron G. Strong is now in possession and is straightening out affairs as fast as possible. The receiver was appointed on the application of G. R. Bidwell, W. B. Krug, G. S. Adams, and A. C. D. Loucks, trustees, who own 55 per cent. of the capital stock. Inability to collect outstanding accounts caused the crash.

The direct liabilities are about \$70,000 and there are contingent liabilities of \$42,000 on bills receivable under discount of parties in Chicago, Pittsburgh, Buffalo, Jamestown, Syracuse, Albany, Elmira, Binghamton, Watertown, Boston, Worcester, Holyoke, and Hartford. The assets consist of a large stock of bicycles and materials; bills receivable, \$11,263; accounts receivable—probably three hundred in number—scattered all over the country; lease of factory, building No. 306 West Fifty-ninth street, and some shares in other companies. The largest creditor is the Revere Rubber Co., of Boston, \$22,850. The other principal creditors are the Bidwell Mfg. Co., of Hartford, \$11,269; Russell Mfg. Co., of Middletown, Conn., \$2,455; St. Nicholas Mfg. Co., of Chicago, \$1,500; Francis P. Chambers, Philadelphia, \$2,450, and A. W. Thomas, Philadelphia, \$1,500.

### Taylor Cycle Co. Assigns.

"Homer B. Galpin, assignee," was on a label that was stuck up on the doors of the Taylor Cycle Co., Chicago, last Saturday, and a little later the deputy sheriff was in charge. The Bidwell failure had a good deal to do with the assignment, but slow collections and a tight money market were the principal causes. An inventory of the stock is now being taken and until it is completed it will be impossible to make a statement of the assets and liabilities.

"We determined that no one should have a cinch," said Mr. Collins, on Monday, "and as soon as we heard of the Bidwell failure we decided to close. We had indorsed considerable of that firm's paper and we knew that we would be brought into it, as the indorser of notes is always sued first. The assignee says this is the cleanest failure that he has run across in some time. We have an account in our bank also, something that most firms that fail do not have. We are still open for business and have not laid off any of our men. You will probably see a red flag out in a few days and bicycles will be sold very cheap."

### A Small Firm Fails.

MILWAUKEE, WIS., Sept. 14.—The Roth-Kasten Cycle Co. made a voluntary assignment today. William Lachmeier was appointed assignee. Edward W. Roth this morning obtained judgment and execution against the company on a note for \$219.95, dated September 9, 1893, payable on demand.

### How to Care for the Chain.

Porter & Gilmour, dealers in bicycles, 1773 Broadway, New York, are handling the Perfect chain lubricant. It is an excellent article, and is put up in stick form. In their circular Porter & Gilmour give excellent advice as to the care of a chain.

"For ordinary riding, when the chain is clean, place a drop of oil near each end of all the pins of the links, seeing that it runs in so as to lubricate the joints internally," they say. "The effect should be tested by bending each joint backward and forward, and any stiff joint should be oiled and worked until it moves freely. Then wipe the chain dry, and rub each link of inside of chain with the Perfect chain lubricant. If the chain is properly adjusted, it will run smoothly and quietly. Sometimes, when a chain is very dirty, it is necessary to first remove it and soak it for a few hours in naphtha or kerosene, after which it should be lubricated as directed."

### He Knew Lots of Racing Men.

Bob Abbott sat at his desk at the Hill Cycle Mfg. Co.'s office last week trying to figure out how many Fowlers could be disposed of next year, when the telephone bell rang.

"Hello! is this the Hill Cycle Co.?" came over the wires.

"Yes," replied the genial Bob. "What can we do for you?"

"Don't you want to get a high-grade wheel to sell? It's a dandy, and a ready seller."

"What would we do with it? Put it in a back room to get moldy? Don't you know that we make a pretty good wheel ourselves?"

"Is that so? I didn't know it. I was just trying to place an agency for my wheel."

"Say," yelled Bob, "you must be new at the business."

"Oh, no! I am well acquainted with the racing men. Why, I know Hyslop, Blauvelt, and Grosch. Say, can't you put me on to some one who would like to handle my wheel?"

Abbott very gravely gave him a list of all the manufacturers in town, and was astounded to hear the fellow ask if they had telephones; that he was in a hurry to get out of town, but wanted to place his wheel before he left. That afternoon Abbott inquired around the row, and found that his telephonic friend had been trying to get the Pope Co., Stokes, and the Stover Co. to handle the wheel. The fellow must have been very green, for his wheel is already represented here.

### Mr. Davis Is Now a Chicagoan.

Handsome, courteous, and a thorough gentleman is George L. Davis, the new manager of the cycle manufacturing branch of the Capitol Mfg. Co., Chicago. He is a recent and welcome addition to the ranks of Chicago



G. L. DAVIS.

tradesmen. Coming here to take charge of the exhibit of the Raleigh Cycle Co. at the World's Fair, he soon became a favorite and has now decided to locate here permanently. Mr. Davis has had plenty of training for his new position. Always an enthusiastic wheelman, he was first connected with the George R. Bidwell Cycle Co., New York. Later he became manager of the retail branch of the Raleigh Cycle Co. He was soon promoted to the wholesale department and was assistant to George S. Macdonald, American manager of the Raleigh, for a year, and mastered all the details of the wholesale department.

Mr. Davis is sure to make a success in his new venture and the affairs of the Capitol Mfg. Co. could not be in better hands.

### Palmer Tires at Springfield.

Palmer tires captured every record at the Springfield meet, including the half (broken twice), one, and two (broken twice) mile competition records, one mile competitive record for scratch events, one mile flying start (against time), tying half-mile flying start record; all records against time from three to twenty-six miles, and the hour record 26 miles 107 yards. In the races the first day, in nine events, Palmers won eight firsts, eight seconds, seven thirds, and the only fourth and fifth prizes given—a grand total of twenty-five out of twenty-nine prizes. On the second day twenty-seven out of a possible thirty-two prizes fell to Palmers, viz., eight firsts, nine seconds, eight thirds, and the only fourth and fifth prizes given—a total for two days of fifty-two out of a possible sixty-one prizes. In the great international events every rider was on this tire.

### A New Speed Contrivance.

L. H. Clark, of Denver, has invented a new bicycle that is destined, he thinks, to revolutionize things generally. Power is furnished by the arms of the rider, by means of a horizontal bar attached to a perpendicular bar, to which is affixed a wheel which operates ratchets on the rear wheel of the bicycle. The machine is steered with the feet. The handle-bar can be lengthened for hill climbing without dismounting, or shortened to fourteen inches. The model is geared to 128, and the speed is something tremendous.

### '94 Halladay-Temple Scorchers.

The Marion Cycle Co., of Marion, Ind., already have samples of the '94 Halladay-Temple scorchers, Ralph Temple having contracted for 800 of them. The H.-T. scorchers were one of the best machines on the '93 market, and the '94 model is fully up to the times. Temple has '94 samples at his store, 158 Twenty-second street, Chicago.

### Wynnewoods Still Going.

A. M. Scheffey & Co., New York, are still shipping Wynnewood and Queen City bicycles to their customers, who are scattered all over the country. They say they have every reason to expect a fair run of orders, especially on juvenile machines, the balance of the year.



## THE INDIANA BICYCLE COMPANY.

Safely stowed away among the photographic treasures in which THE BEARINGS office abounds, we have a picture of a well-built young man, clad in racing togs, standing proudly beside a good old ordinary. We almost fear to tell our readers that this aspirant for racing honors is no less a person than Charles Findley Smith,—or "Indiana" Smith as he is more popularly known,—today one of the greatest bicycle manufacturers in the world. Such is the fact, nevertheless. Nor were his racing aspirations allowed to go unsatisfied. A long series of victories stand to his credit. But in the words of Kipling, that is another story.

We are dealing with the man now not as a racing man but as a business man. The accepted theory that a successful racing man never makes a successful business man was in this case disproved. Indeed, look where we may, it is impossible to find a better or more typical example of the successful business man. From small beginnings he has built up one of the greatest industries in its line anywhere in the world.

As long ago as most of the younger generation can remember, C. F. Smith was a bicycle agent in Indianapolis, where he handled the Columbia and Victor wheels. In this business he was phenomenally successful. Later on, seeing greater possibilities in other lines, he gave up the retail business and embarked in that of cycle fittings. From the first, success crowned his efforts and it was not long before he was making and selling bicycles. The business gradually increased until it assumed great proportions. When the safety first made its appearance Smith had sufficient foresight to perceive that it was the coming wheel and laid his plans accordingly, with the result that when the demand came for the now universally used type, he was ready to supply it. Of course this gave him a prominent position in the trade; a position which he has since maintained with credit.

The business, now incorporated under the name of the Indiana Bicycle Co., is located in Indianapolis, where it originated. The plant is one of the finest devoted to the construction of bicycles. Smith is a believer in automatic machinery, and nowhere can be found more than in this plant. Nipples are turned out complete by the bushel from the brass wire, and cones by the ton from the bar steel; and other parts in like style. Everything used in the construction of their wheels, except the tires, is made in the factory. The forge-room supplies not only all the forgings needed by the company for their own goods, but also supplies many other manufacturers. They supply the trade with saddles and other finished parts as well, besides making a great many lamps. The factory when running full force employs upward of a thousand men.

They make the very broad assertion—but not without the facts to prove it—that they made last year more bicycles than any other manufacturers in the world. During the present season they have been turning out a higher grade of work. Their line of Waverleys has had an unprecedented sale, and at one time during the season they were no less than 800 behind in their orders. They have already begun work on their 1894 output and will be ready for the season's trade when it comes.

The picture of the head of the concern,—who, by the way, owns practically all of the stock,—to which we referred in the opening sentences of this article, we do not reproduce, out of feeling for him, but give in its place a cut of him as he appears today, surrounded by his able corps of lieutenants.

Fred Patee, who is general manager, is well known from his long connection with Rouse, Hazard & Co. He is one of the best-informed men in the trade, and long experience on the road has well fitted him to look after the selling end of the business.

W. T. Gardner had been with D. Snitzer for years before he joined the forces of the Indiana concern and became its treasurer.

Of the others whose countenances grace this page, little need be said. They are all well known in the trade

and represent the house on the road. W. C. Marion, Jr. ("Announcer" Marion), covers New York and New Jersey; A. E. Lumsden, for years with the Pope Mfg. Co. and later with the Humber-Rover Cycle Co., takes care of Illinois, Michigan, and adjacent territory. Charles H. Wyman looks after the New England trade, while Leon Johnson attends to the business of the firm in the southern states.



W. C. MARION, JR.



FRED PATEE.



A. E. LUMSDEN.



C. F. SMITH.



LEON JOHNSON.



W. T. GARDNER.



CHAS. H. WYMAN.

### Military Cycling.

It has been decided to employ military cyclists in Belgium this year in the cavalry maneuvers, on the staff, and for various purposes. It is the outcome of the work of the press and other promoters. The new rules of field service provide for the official employment of cyclists for the services of the postal department, telegraph relay lines, messenger service during the march, and at advance posts, and for signal duty.

Last year, in Switzerland, the government employed 240 cyclists, who were under the direction of a lieutenant-colonel of the staff, with six ordinary officers, six instruction officers, fifty under officers, an assistant instructor, a quartermaster, and a doctor. Besides the regular pay, each one received 20 cents per day—10 cents per day for wear of machine, if he furnished his own. All machines were tested and examined and the necessary repairs made free. As in Germany, the daily programme was rigid. It was not changed on account of the weather. The journeys into the country were not shortened, no matter how rainy.

The government intends to provide the military cyclists with the same type of machine, so the broken parts can be quickly replaced by supplies of different kinds, kept constantly on hand.

The question of speed is very important from a military standpoint. In fact, past wars prove that the salvation of the army depends sometimes upon the rapidity with which a dispatch can be sent. The great cycle race from Vienna to Berlin last July established again the superiority of the bicycle over cavalry. In the military race from Vienna to Berlin 109 Austrian and 120 Prussian officers and other riders mounted blooded and half-breed horses; specially trained for the race. Notwithstanding all these advantages, it took 71 hours to make the 360 miles. Many of the horses arrived in a lamentable state; the horse of Starhemberg died from fatigue. In the cycle race over the same ground the cyclists made it in 31:22:00.

Notwithstanding the very hot weather, all the cyclists arrived in very good condition.



## MR. MILLER'S REPLY.

**He Still Asserts That Ensworth Did Make That Statement—His Explanation as to the Ruling Out.**

EDITOR THE BEARINGS: Your last issue, referring to me in connection with Mr. Lozier's exhibit at the World's Fair, was evidently conceived, both in the interview and publication thereof, with the intent to "whitewash" my first assertion. In this interview there was nothing for me to be nervous about, and after I had heard Mr. Lozier's statement, I was impressed with his talk, and stated that perhaps his representative, Mr. Ensworth, was actuated by zeal to get an award, and said more to me than he should have said. I was willing to accord Mr. Lozier this supposition, rather than believe that he authorized his clerk, Mr. Ensworth, to make any overtures to me. I treated him courteously, and said that I was willing the representative of THE BEARINGS should report this interview, but that I could make no retraction, because his clerk, Mr. Ensworth, actually did say to me just what was published. I advised him to think it over, and come and see me again, and *not* that I would think it over. The question about the Lozier exhibit being ruled out was this: When the Lozier Co. published their letter to Mr. Thatcher, it was full of misstatements, unjust and harsh in language. It was a public reiteration of the withdrawal of their exhibit from examination, and at that time I was endeavoring to harmonize the dissatisfied bicycle exhibitors, and prevail upon them to allow their exhibits to be examined.

So when this Lozier letter was shown to the Executive Committee on Awards, I was instructed to take them at their word, and not invite them to re-enter, but even if they themselves desired to do so, under these circumstances, to rule them out. This is the statement made to the conference held between protesting bicycle exhibitors, Mr. Irvine Miller, Prof. Thurston, and myself. I had no desire to make Mr. Ensworth's conversation public, and of course would not have done so had the Lozier letter not have appeared. This brought their affair before this conference, and called up my conversation with Mr. Ensworth. Instead of asserting it as a direct bribe, I qualified it, and in my talk with Mr. Lozier I told him that I looked upon it, not as a direct bribe, or proposal, but rather as a "feeler," or as a throwing down of the bars for me to enter and make negotiations.

That talk was printed in your paper last week and it is for the world to judge its intent.

Very truly,

E. B. MILLER,

CHICAGO, Sept. 19. *Chief clerk for awards for Transportation Department.*

### Duty on Bicycles.

WASHINGTON, Sept. 15.—Assistant Secretary Hamlin, of the Treasury, has thus far failed to affix his signature to the circular announcing the decision allowing the free entry of bicycles. In view of the decision of the Board of General Appraisers some time ago, holding that duty should be exacted on bicycles on importation, Mr. Hamlin feels it would be desirable to have a consultation with the board before taking any further action. He will, therefore, make a trip to New York with this object in view, and, pending that, will let matters continue as they now are.

The bicycle is conquering everything in Paris. The French Tattersall's, where pure blooded horses are sold, will sell bicycles.

### It Is a Beauty.

The Buffalo Wheel Co. is putting a high-grade wheel on the market for '94 that will sell for \$100. The accompanying illustration gives some idea of the wheel's beautiful lines. The machine weighs thirty-two pounds and is fully guaranteed. A. J. Cabill and John Neville, of the Buffalo Wheel Co., are in Chicago showing samples of the wheel.



BUFFALO WHEEL CO.'S NEW \$100 MACHINE.

## RICH AND SAGER'S NEW SADDLES.

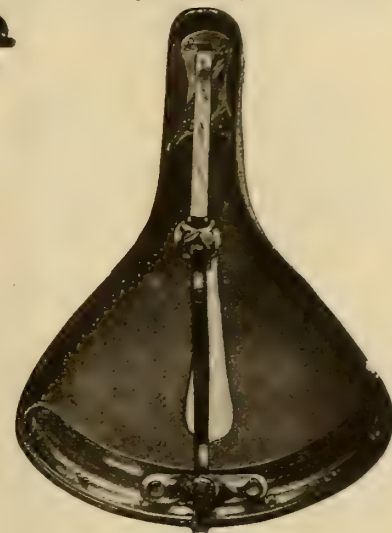
Marcus Hirschfield, of the Rich & Sager Co., Rochester, is in Chicago, showing samples of the firm's '94 saddles. They have eight or ten new



The Racing Saddle.

styles for next year, and they are all beauties. Mr. Hirschfield's leader is the new racing saddle, which, with all adjustments on, weighs but fifteen ounces. The patented nose adjustment works to a nicety, and it takes a pretty heavy man to break the spring, which is made of Jessup tool steel. These saddles are made up with either a black or a russet top, and are about the most comfortable on the market.

The Rich & Sager Co. have enlarged their plant and put in new machinery. They have already made several good contracts for next year, and propose hereafter to set the fashion in saddles. Their boys' and ladies' saddles have also been improved, and the Rich & Sager saddle will be strictly in it next year, as it has been in the past. The accompanying cuts show the side and under views of the racing saddle. The adjustments can be easily seen.



Under View.

The photographs of the Springfield races reproduced in this issue were taken by G. H. Van Norman, of Springfield, Mass. Mr. Van Norman has taken pictures of bicycle races and riders for years.

Mayor Major, of Toledo, O., has refused to sign the ordinance taxing bicycles. The tax would be but 50 cents per year and he thinks it would be impossible to collect it, as it was too small an amount.

The Remington Arms Co.'s works at Ilion, N. Y., have only been running half time for over a month. Last Monday they started up at full time again.

The Palmer tire will be exhibited at the Stanley show.

### Luxury on Wheels.

The C., H. & D., always on the alert to furnish the best and most modern facilities for their patrons, have purchased from the Pullman Company some new compartment sleepers which are absolutely the finest cars in the world. They are lighted by Pintsch gas, and have ten complete drawing-rooms in each sleeper. The first room of the series is square in shape, containing a double lower and upper berth, a lavatory with white metal bowl, hot and cold water, and a good-sized square wicker chair, with upholstered trimmings and cushion; while yet there is ample room left for one to move about. A mahogany wainscoting, reaching to the height of the window-sills, is followed to the ceiling, including the upper-berth front, by painted wood-work of pea-green stippled with gold, broken by embossed and decorated plush panels of tint to match, the latter relieved by gold moldings. The seats of plain plush, the carpets, and the decorated ceiling, in the center of which is a gas chandelier of deflecting mirrors, are each in harmony of color with the green-and-gold tints. In this and the adjoining state-room plate-glass panels in the partition forming the aisles enable one to view the passing scenery by pushing back the pretty sash-curtain drapery, which at other times secures an entire privacy in the rooms. A sliding door connects this room with the next, and on in turn. All of the rooms contain double lower and upper berths, gas chandelier, lavatory, and general design of decorations, same as the former; but they differ in color, one of them being in white mahogany with plush upholstery, and embossed and decorated plush panels, the tints being such as to blend in a harmonious whole into that delicate shade known as canary.

These cars will be placed on the "Electric" trains of the C., H. & D. and Monon Route, between Cincinnati and Chicago. This is the only line running Pullman vestibuled trains and dining-cars between the cities named. For rates, time tables, etc., address: E. O. McCormick, general passenger and ticket agent, "World's Fair Route," 200 West Fourth street, Cincinnati, Ohio.—[ADV.]



## FIXTURES.

Race meet promoters are requested to send a supply of entry blanks for their meets, promptly, as soon as printed.  
We have entry blanks for all races marked with a star, and will forward to racing men such as may be requested, on receipt of postage.

### SEPTEMBER.

- 22—Columbia B. C. race meet, N. Attleboro, Mass.
- 23—Mercury Wheel Club race meet, Flushing, L. I.
- 23—Philadelphia A. C. C. international race meet.
- 23—Philadelphia Associated C. C.'s meet.
- 23—Mercury Wheel Club's first annual tournament, Flushing, N. Y.
- 23—Wanderers' B. C. diamond tournament, Toronto, Ont.
- 25—Special meeting National Assembly, Buffalo.

### September---Continued.

- 26-27-28—Interstate Fair Association meet, Trenton, N. J.
- 27—Kendalville (Ind.) Cycling Club's race meet.
- 27—Penn Wheelmen international meet. Address F. B. Shalters, secretary. Reading, Pa.
- 30—K. C. W. race meet, Brooklyn.

### OCTOBER.

- 4—Fairview A. C. meet, Spring Valley, N. Y.
- 5-6—L. A. W. race meet at Chicago.
- 17-18—Savannah (Ga.) Wheelmen fall tournament.

### Bicycles in Great Favor in Denmark.

Mr. E. Staal, a lawyer with a large practice at Copenhagen, Denmark, and president of the Danish Bicycle Club, is in America on a visit. Speaking of cycling in his native country, he said, "As an Austrian paper remarked last year, 'Everybody in the kingdom of Denmark rides a bicycle.' That is stretching things a little, but still the Danes are very fond of cycling and the wheel is in great demand there. Out of a population of 2,225,000, at least 50,000 are riders, among them being several thousand of the gentler sex. In my native city, Copenhagen, 20,000 of the 400,000 inhabitants are devotees of the sport. The young farmers are among the best riders we have, one of them winning a 360-mile road race from a field of thirty cracks last year. For many years the Danes have competed with Norwegians, Swedes, Germans, Dutchmen, and English and have had varied success. In 1889 Bramson, the English champion, was defeated by two Danes, and the next year our man Bauer won the championship of Germany at Cologne, defeating a large field of foreign cracks.

"There are two tracks at Copenhagen, one made of wood and the other of cement. There are also many other tracks scattered throughout the kingdom, on which Sunday races are held. At the recent German championships our man Hansen proved himself superior in the long-distance events. You may not know that one of the records made by Zimmerman in France has been broken. Petersen broke the 1 2-3 kilometer record of :25 made by the American on the Buffalo track, lowering it to :24 1-4. The numerous Scandinavians in this country ought to take a great interest in racing. John S. Johnson was born in Sweden, and Nelson, who won this year's Pullman, is a Dane."

## THE GREATEST PLEASURE

Can be obtained from your bicycle only when the equipment is first class.

An oil can is the most important accessory and the best oil can is the "PERFECT" POCKET OILER.

This oiler does not leak. It also regulates the supply of oil to a nicety. Experience will convince you that the "Perfect" is without an equal.



(FULL SIZE.)

Price 25 cents each. Handsomely nickel-plated.

Be sure you have a "PERFECT." No other is "just as good."

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.

MENTION THE BEARINGS

## ...PERSONAL...

If you want to buy

## High-Grade Bicycles

Cheaper than you ever have before, drop a line today to us for our

### SPOT CASH PRICES.

Everybody can ride now. Dealers can have their eyes opened

**CHAS. H. SEIG MFG. CO.,**

275 Wabash Ave., CHICAGO.

MENTION THE BEARINGS

## For Sale.

### THREE HIGH-GRADE SAFETY BICYCLES

Pneumatic--New, Never been Ridden.

Lightning Telegram, - - \$100.00

Smalley Light Roadster,- \$80.00

Monarch-Argyle,- - - - \$75.00

Will ship C. O. D. for balance, upon receipt of \$5.00 to guarantee express charges. Condition guaranteed.

Address, A. BERRY, care "The Bearings."

Reference--THE BEARINGS.

# KINDLY BE PATIENT

With us just for a few days more. We have been receiving orders for the

**Lu-Mi-Num.** BICYCLE

For over a month. They have come from every part of every state in the Union; also from Newfoundland, Canada, Mexico, Russia, Germany, and South America.

### WE ARE BRINGING THROUGH A LARGE LOT OF MACHINES.

Shipments have just commenced and everyone will be waited on in his turn, and everything will be done as it should be. Do you handle the LU-MI-NUM? If not, why not?

INCORPORATED 1873.

CAPITAL \$500,000.00.

MENTION THE BEARINGS

**St. Louis Refrigerator & Wooden Gutter Co.**

SEND FOR CATALOGUE.


ST. LOUIS, MO.



# THE BEARINGS

Vol VIII  
No 9

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, SEPT. 29, 1893.

## ADMINISTRATION IS UPHELD.

**Accusers of the League Executive Officers Fail to Make Their Charges Good—Details of the Tame Meeting at Buffalo.**

BUFFALO, N. Y., Sept. 25.—The special meeting of the National Assembly held at the Iroquois Hotel here today resulted in the vindication of the executive committee by a vote of 113 to 48, of which ninety-two were proxies, leaving eighty-one cast by delegates present. The meeting of this morning was rather heated and presented many of the features of the old-time wrangles, but the afternoon session was quiet and almost uninteresting, and as a whole the meeting was a much tamer affair than all the loud preliminary display of verbal pyrotechnics would lead one to expect. There were a number of questions that might have been put to the executive committee that were not put. A friendly feeling for Vice-President Sheridan robbed the debate of some of its acrimony, for every man there felt that whether the executive committee had exceeded its authority or not, that Sheridan was entirely innocent of any intentional wrong.

The assembly lost no time in getting to work. After the credential committee had completed its work, Willison, of Maryland, moved that the meeting go into committee of the whole to investigate the financial condition of the League, and the manner of conducting its finances. Perkins, of Massachusetts, wanted the various proposed amendments taken up. This idea was quickly cast aside, the friends of the administration claiming that their opponents wanted to condemn their officers unheard. Willison's motion prevailed and Luscomb, of New York, was called to the chair.

The first investigation was into the present status of League finances. The president read a report which showed the following: "Cash in hands of treasurer, \$6,036.48; in hands of secretary, \$3,422.75; assets of road improvement bureau, \$8,971.50; liabilities of same, \$4,845.06; due from Wheelman Co., \$400; due on two drafts, issued in payment for advertising commission, \$1,000. Total assets, \$14,285.67." After a short debate the report was accepted.

The question as to the legality of the expenditures was then brought up and here the fun began. Perkins took the floor and for two mortal hours fired questions at the executives. The latter, aided and abetted by such men as McBride, Willison, Gray, Mott, and Blackburn, answered all questions satisfactorily. Perkins first tried to show that the executive committee had no right to issue two notes to Advertising Agent King, of *Good Roads*. The president showed where \$300 had been saved by giving these notes, and maintained that they had a perfect right to issue them, and the assembly agreed with him. The next issue was the loaning of \$5,500 to *Good Roads* by the executive committee on behalf of the League. The president replied by quoting that clause of the constitution which gives the committee full power to act, except when the assembly is in session.

This item was thoroughly discussed, but the opposition failed to convince the assembly that the executives were not technically within the bounds set by the constitution, although the fact would have been apparent to a blind man that the framers of the constitution did not intend to allow any such extreme moves.

The next move was to ascertain the income and expenditures of the League. The report showed that the income was the largest, if no part of it failed to be forthcoming. Perkins showed that in this report the amount advanced to *Good Roads* had been figured among the receipts of the bureau, being thus figured in twice, and that the amounts contributed to *Good Roads* from outside sources had also been included. The administration was getting rattled.

Well, well, the thing was kept up and kept up. At last Willison moved that the committee report that money had not been illegally expended or used. The opposition objected on the ground that it was impossible to so state until the books had been examined by an accountant. Then there was more argument, and finally a motion by McBride to the effect that "the committee does not find that money has been illegally expended or used," was carried. Mr. Watts then moved that the committee report to the assembly that the method of keeping the accounts had been found correct. An amendment offered by Mr. Howard, that the committee "had been unable to find any inaccuracies in the method," etc., was carried by 44 to 35. Then the committee rose and the assembly went into session. The report

was then taken up section by section. On the vote this time, the proxies could be used, which was not the case when the assembly was sitting as a committee of the whole. The clause relating to the expenditure of money was adopted, but that declaring that the method of keeping accounts had been found correct was voted down. McBride made a motion that "the method of keeping accounts is approved." The motion was carried by a vote of 113 to 48.

The proposed amendments were harshly treated. By this time the members were tired and matters were rushed through as they always are. Willison's propositions were withdrawn; two matters were considered, and but one carried. That was the one suggested by Harris, of Alabama, providing that special meetings should be called, hereafter, only on the request of ten chief consuls. Potter's attempt to abolish free distribution of copies of *Good Roads* among League members was badly beaten. A resolution of confidence in the executive committee was offered and adopted. The president returned thanks.

Sterling Elliott then made the statement that the Wheelman Co. was trying to keep down the League membership. Mr. Dean, of that company, practically admitted the charge, and said the League had grown so rapidly that had the Wheelman Co. known how it was going to be, they would never have made the contract. He also alleged breach of contract on the part of the League, and when asked where in, said in the giving out of news before it had been published in the *Bulletin*. Doctor Blackman here inquired how League members were to know when they were violating a contract if they did not know its contents. A motion then prevailed that the contract be published in the next issue of the *Bulletin*.

At the last moment Potter moved that it was the sense of the meeting that the 25 cents referred to in the constitution as a subscription fund is a fund for that purpose, and be placed at the disposal of the executive committee for the uses of the publications, which means, of course, *Good Roads* only.

The meeting then adjourned, and every one—even the defeated delegates—was glad it was over.

## ANOTHER RACE LOST BY SANGER.

READING, PA., Sept. 27.—Sanger met another defeat today at the races of the Penn Wheelmen and then claimed that he slipped a pedal in striking a rut. His defeat seemed to dishearten him, for he would not ride again. It was in the mile open that both Bald and Taylor beat him out. Taylor had let out at the last quarter, and Sanger had promptly challenged him. Neck and neck they came into the stretch, with Bald trailing. Near the tape the Buffalonian jumped his formidable rivals, and beat them both out. Taylor crossed the tape a foot ahead of Sanger, and Titus was a close fourth. Bliss could do no better than fifth.

For the third time a fairly won race was taken from Dirnberger. It was in the quarter-mile open, and the large field of starters were called back by a false start. The next time Dirnberger won by a foot from "Riverside" Smith, who kept Bald from getting second by slipping a pedal. But the race had to be run over again, as a man who was in the rear fell forty feet from the start. The men had not heard the recall, and had ridden the race. Dirnberger protested the race and will ask the Racing Board to decide it. In the last run-over Bald beat Dirnberger by a length.

### Summaries.

One-mile open, thirteen starters.—E. C. Bald, first; G. F. Taylor, second; W. C. Sanger, third; F. J. Titus, fourth; J. P. Bliss, fifth; O. S. Brandt, sixth. Time, 2:29.

Half-mile, flying start.—M. F. Dirnberger, first; E. C. Bald, second; J. S. Johnson, third; J. W. Lyman, fourth; C. W. Krick, fifth. Time, 1:10 2-5.

One-mile handicap.—F. J. Titus, 70 yards, first; E. F. Miller, 95 yards, second; J. P. Bliss, 25 yards, third; C. W. Krick, 110 yards, fourth; O. S. Brandt, 110 yards, fifth. Time, 2:17.

Half-mile open.—G. F. Taylor, first; E. C. Bald, second; G. C. Smith, third; J. S. Johnson, fourth. Time, 1:28 4-5.

Quarter-mile open.—E. C. Bald, first; M. F. Dirnberger, second; G. C. Smith, third. Time, :34.

Bliss and Dirnberger will probably continue their victorious career into the southern states this winter on the southern circuit now being arranged.



## RACING IN THE MUD.

**Sanger is Beaten by Tyler, but Does some Fine Handicap Riding**  
—Willis Fools the Cracks.

SCRANTON, PA., Sept. 25.—Rain came down in torrents all this morning and the cycling club boys looked very blue. All the fliers were in the city except Zimmerman and Johnson, and rather than run the chance of losing the cracks, it was decided to run the races rain or shine. There was every indication of an immense throng at the races, which had been liberally advertised. It was raining at 2 o'clock, but let up about 2:30. The track was wet and soggy, and a mile ride was as hard as an ordinary 100-mile run, yet the men made excellent time. As at Cincinnati, it was necessary to run wide of the pole in many places, and he who ventured into the ruck was lost, as Dirnberger found to his sorrow in the mile international, when, while closing successfully the gap between Tyler and himself, and having passed Sanger, he landed in the ruck, and before recovering himself was fifteen feet to the bad—but still a good third. Dirnberger's riding in this race and in the third-mile at Philadelphia augurs well for him another year.

In spite of rain the crowd numbered fully 3,500 and the club cleared expenses. The races were run promptly. Dan Canary was present and gave an excellent exhibition.

### Sanger Forgets Himself.

Dirnberger, Bliss, Taylor, Hoyland Smith, G. C. Smith, Bald, Tyler, Sanger, and Brandt lined up for the half-mile open, in the order named, from the pole. The pace was hot from the outset, Tyler in fifth and Sanger nearly last position. As the men rounded into the straight of the half-mile track, Tyler was seen engaged in a game struggle with Taylor, while Sanger still remained rear guard. Sanger thought it a mile race, he afterward said, and did not even gain a place. Tyler defeated Taylor by half a length in 1:13 3-4, and G. C. Smith outsprinted Bald for third, Dirnberger running in fifth.

Nine men started in the two-mile 5:40 class, among the number James Willis, of Westfield, a man who proved himself a stayer several times during the day. In this race Willis led at the quarter, with Titus trailing closely. Nearing home Titus cut out for the tape, but did not take into account the stiff head wind. He finished a close second, with Bald, of Buffalo, third.

The field for the mile international was the same as that in the half-mile open. The prizes were valuable, comprising a \$600 piano, \$250 diamond, \$150 wheel, and three additional prizes. Handsome diamonds were offered for each quarter. G. C. Smith, who has been taking diamond after diamond this season in this way, was undisputed in his speedy progress for the quarter and half, where he dropped. Miller took the third. Past the quarter Sanger, who had been trailing in his usual way, came up, and with Tyler engaged in a game struggle. Tyler gained a couple of feet and Dirnberger shot into the gap, passing Sanger, but in doing so landing in a mud spot and sticking there, Sanger and Taylor passing him. Tyler won by a foot. The time, 2:25 3-4; is equal to 15 seconds better on the same track when dry.

### Young at the Business.

Guy Meade Barnett, five years of age, dressed in full racing togs, allowed his brother, Fred Melich Barnett, aged three years, a handicap of 440 yards in a half-mile, and defeated him 100 yards. These are the youngest riders in the United States. Both rode ordinaries.

There was much rivalry in the five counties championship, R. A. Gregory won by a foot only, in a game finish, from G. A. Gardner; W. E. Quinon was a close third. All these riders were popular, and the crowd went wild over the pretty finish.

Much to the surprise of all, Sanger appeared on scratch for the mile handicap, with Bliss, who had fifteen yards, he alternated pace, and quickly overhauled the field of a dozen or more. Down the stretch he let out a peg or two and Miller filled in the gap opened between Sanger and Bliss; G. C. Smith a close fourth. Sanger's time, 2:19 1-5, was a record ride on a dry track.

Titus and Willis had a tight rub at the close of the 2:35 class race, and Titus avenged his former defeat by Willis, winning by a foot.

### Willis Fools Sanger.

It was raining hard when the two-mile handicap was called. After a brief wait, the race was started with Sanger on scratch, Bliss on thirty yards, and Willis, a dangerous man, at 225 yards. Willis started for the lead at once, and gaining it, soon opened up a great gap between himself and the field. Sanger, Bliss, and Bald were closing rapidly on the field. Sanger was pacing and evidently unaware of the lead Willis had gained. As the Milwaukeean would raise in his saddle to look for the leaders, Willis would be invariably just out of sight. On the straight and entering into the bell lap, Sanger spied Willis for the first time. Laying down to his work he closed up over half the distance amid the wildest excitement. Willis held his lead to the finish, and Titus, who had caught Sanger's rear wheel as he pulled away from Bliss, pushed the Milwaukee man to the tape, and might have jumped past him had he been so disposed, Sanger having tired himself out pacing. Willis' time, 4:47 1-5, was most excellent, as he cut his own pace throughout. It was an excellent day's sport.

### Summaries.

One-mile novice.—J. W. Gilchrist, Wilkesbarre, first; C. M. Brownell, second; R. S. Kaufman, third. Time, 3:11.

Half-mile open.—H. C. Tyler, first; G. F. Taylor, second; G. C. Smith, third; E. C. Bald, fourth; M. F. Dirnberger, fifth. Time, 1:13.

Two-mile 5:40 class.—James Willis, Westfield, first; F. J. Titus, New York, second; E. C. Bald, Buffalo, third; R. P. Rich, Philadelphia, fourth; C. W. Krick, fifth. Time, 5:25 3-5.

One-mile international.—H. C. Tyler, first; W. C. Sanger, second; G. F. Taylor, third; M. F. Dirnberger, fourth; J. P. Bliss, fifth; E. C. Bald, sixth. Time, 2:25 3-4.

One-mile handicap.—W. C. Sanger, scratch, first; E. V. Miller, 100 yards, second; J. P. Bliss, 15 yards, third; G. C. Smith, 60 yards, fourth. Time, 2:19 1-5.

One-mile 2:35 class.—F. J. Titus, first; James Willis, second; O. S. Brandt, third; G. A. Gardner, fourth; R. A. Gregory, fifth. Time, 2:51 1-5.

Two-mile handicap.—James Willis, 225 yards, first; W. C. Sanger, second; F. J. Titus, 125 yards, third; E. V. Miller, 160 yards, fourth. Time, 4:47 1-5.

## ZIMMERMAN HAS A FALL.

BALTIMORE, Sept. 21.—The prospect of seeing Zimmerman and Sanger come together attracted a large number of people to the races of the Maryland B. C.'s races, but they were doomed to disappointment. It was not because either of the cracks were afraid. They were eager to meet. Zimmerman was feeling first class, and to show that he was in fine fettle he put in some preliminary work before the races. Rounding the last turn at a tremendous gait, he felt his wheel slipping from under him. He tried to save himself by increasing his speed, but it was of no avail. He slipped and slid about thirty feet and finally brought up with the wheel on top of him. Sanger and the other racing men ran to his aid and carried him to his tent. It was found that he had been badly scratched up and that his ankle was sprained. He was not in shape, so he was taken out and introduced to the audience and was vociferously cheered.

Sanger only rode in one race, the half-mile international, which he won, with E. C. Bald a close second. A four-mile handicap was on the programme and this was carried off by Bliss from the fifty-five-yard mark. Dirnberger beat both Taylor and George C. Smith in the quarter. The latter is not riding in his usual form, his sickness during the earlier part of the season telling on him.

### Summaries.

Half-mile international.—Walter C. Sanger, first; E. C. Bald, second; W. H. Mullikin, third. Time, 1:16 4-5.

Four-mile handicap.—J. P. Bliss, fifty-five yards, first; H. A. Githens, second; F. J. Titus, 150 yards, third. Time, 11:04 2-5.

Quarter-mile :33 class.—E. C. Bald, Buffalo, first; Walter Wilmer, Baltimore, second; E. C. Clapp, Washington, D. C., third. Time, :35 4-5.

One-mile handicap.—O. S. Brandt, 110 yards, first; M. F. Dirnberger, 25 yards, second; Charles F. Gause, 150 yards, third. Time, 2:16 4-5.

One-mile open.—George F. Taylor, first; E. C. Bald, second; H. A. Githens, third. Time, 2:21 3-5.

Two-mile handicap.—J. M. White, Baltimore, 250 yards, first; E. F. Hunter, Washington, D. C., 140 yards, second; H. C. Shumacher, 250 yards, third. Time, 4:47 1-5.

Quarter-mile invitation.—M. F. Dirnberger, first; George F. Taylor, second; G. C. Smith, third. Time, :33 2-5.

## WELLS BEAT JOHNSON.

TORONTO, ONT., Sept. 23.—Lieut.-Gov. Kirkpatrick, Lady Kirkpatrick, and a party from the government house were present at the races of the Wanderers B. C. today; so were 6,000 other inhabitants of this city, and every spare inch of space in the grand stand was filled. They didn't come for nothing, for they saw some very exciting races and record breaking. J. S. Johnson was the particular star of the day, and although he had his colors lowered once, still he created a favorable impression. G. M. Wells, formerly the Canadian champion, showed a rare burst of speed in the half-mile open and beat the great Johnson out in a rattling finish. Johnson, however, obtained his revenge in the other races, winning the quarter and the mile open, and afterward, paced by Rhodes, made a mile in 2:16 4-5, lowering the record nearly 8 seconds. Rhodes fouled Young in the final heat of the half-mile handicap and was disqualified. In the five-mile handicap he could not catch the bunch and quit.

### Summaries.

One-mile novice.—W. G. Bender, Toronto, first; J. E. Doane, Toronto, second; M. R. Goderham, Toronto, third. Time, 2:28.

Quarter-mile open.—J. S. Johnson, Syracuse, first; G. M. Wells, Wanderers, second; W. A. Rhodes, Chicago, third. Time, :33 1-5.

One-mile novice, 2:45 class.—F. W. Young, Wanderers, first; Charles McQuillan, Wanderers, second; James Wilne, Toronto, third. Time, 2:48 2-5.

Half-mile open.—G. M. Wells, Wanderers, first; J. S. Johnson, Syracuse, second; W. Hyslop, Toronto, third. Time, 1:14 1-5.

Two-mile 3:05 class, declared no race owing to slow time, which was 5:58 2-5.

Two-mile Ontario Province championship.—W. Hyslop, Toronto, first; F. W. Young, Wanderers, second; E. J. Smith, third. Time, 6:09.

Five-mile handicap.—F. W. Young, Wanderers, 275 yards, first; J. F. Deeks, Wanderers, 275 yards, second; A. E. Schmidt, Waterloo, Ont., 400 yards, third. Time, 12:55 2-5. Johnson distanced.

One-mile open.—J. S. Johnson, Syracuse, first; G. M. Wells, Wanderers, second. Rhodes, the only other starter, dropped out in the last round. Time, 2:29 1-5.

Half-mile handicap.—M. R. Goderham, Toronto, 60 yards, first; G. W. McTaggart, Rochester, N. Y., 345 yards, second; A. C. Schmidt, Waterloo, Ont., 80 yards, third. Time, 1:05 2-5.

The first annual division meet of the South Dakota division will be held in Mitchell, S. D., October 3 and 4, under the auspices of the Mitchell Wheelmen and the prize list will be a good one, including several high-grade bicycles. The citizens of Mitchell will hold one of their famous corn palace and harvest festivals at the same time, which usually draws a big crowd.



## A SERIES OF SURPRISES.

### Windle Beats Sanger at Philadelphia—Dirnberger is Cheated out of a Race.

PHILADELPHIA, PA., Sept. 23.—Sanger defeated, Tyler defeated, and both beaten out fairly in one of the prettiest contests of the season by little Mike Dirnberger, the Buffalo lad, was a feature of the meet. Sanger was also defeated by Willie Windle in the mile, and Dirnberger closed up a gap of thirty yards on the straight in the same race. Windle was unplaced in his heat of the third-mile international by Sanger, Taylor, and young Bald. Such were three of the many surprises at the international tournament of the Associated Cycling Clubs of Philadelphia, held at Tioga track this afternoon. Every one of the cracks, with the exception of J. S. Johnson, were there, and all the local speed merchants increased the proportion of entries to start fully seventy-five per cent. The racing men came from Baltimore and from Springfield—where many are training for record breaking—to again try conclusions before the season's close. But although present, they could not meet. The Tioga track is one-third mile, narrow, and not at all safe on the banks. This held many back, Zimmerman in particular. The "Skeeter's" recent fall at Baltimore had lamed him and detached much cuticle.

The day was not favorable to a large attendance, dark, damp clouds presaging certain rain. On the arrival of the racing men at the grounds at 2 o'clock not 100 people were there. An hour later there was an assemblage of not less than 6,000 people and every train for an hour brought more enthusiasts. The grand stands could only seat 4,000, and as many more were lined in double and triple rows around the outside of the track. The center was kept clear, and it was a novel sight to see the track completely encircled by a black swarm of humanity. The crowd was orderly, not a policeman being required to keep the men back from the track. From this vast crowd a fortune should have been reaped, but it was not, the admission being but 25 cents, and grand-stand seats 50 cents more. Toward the close, the assemblage must have numbered fully 10,000 people.

#### A Serious Accident.

Owing to recent hard rains the track was rough and this was probably responsible for the one serious accident of the afternoon. This occurred in the third heat of the 2:50 class, in the final sprint. The front forks of the wheel ridden by J. Lindley snapped squarely off at the head. He was riding in third place. The poor boy struck squarely on his head and lay there unconscious. He was picked up, laid on a cot, and carried away to the Samaritan Hospital, suffering from concussion of the brain. Lindley is a member of the Mercer County Wheelmen. It is feared he will die.

Zimmerman was so enthusiastically received by the crowd when he appeared early in the day, that he consented to ride in one race, the two-mile handicap. In his heat he had Bliss, at thirty yards, and catching him, the two paced alternate laps and overtook the field at a mile. On the sprint Mullikin, the Baltimore midget, succeeded in catching Zimmer's rear wheel, as he sprinted away from Bliss, and they finished in this order: Zimmerman, Mullikin, Bliss, Brandt, and G. C. Smith. Much to the surprise of all, Zimmerman appeared for the final, in which Bliss, at thirty yards, and Banker, at ninety yards, were his helpmeets in a winning ride. The field was caught and trailed to the bell lap, when Zimmerman, who was riding stiffly and not at all like himself, was guilty of a piece of work not at all fair. He sprinted, and passing the field shot in to the pole, causing great consternation in the bunch, and nearly throwing the entire field. Bliss, who was riding not at all in his usual dashing style, dropped behind when Jimmy sprinted, and C. W. Krick, 190 yards, sprinted ahead of him, closely followed by Titus.

Sanger is inclined to be lazy and slight his training. He does not ride enough to keep in form, and is seconds slower now than he was at Springfield.

Very little credit is due the judges for their work. Through carelessly watching tight finishes, one serious error was made, and one was only averted by the decision of Referee Gideon.

#### Judges Are Careless.

It was in the final of the third-mile open that the great error of the day was made. At the quarter pole Sanger jumped into his sprint; around the turn he was leading, when Tyler shot out from behind. As the Springfield boy crossed Sanger's vision the latter sat up. Neither of them looked for danger elsewhere, but were fighting a grim battle between themselves. A streak of blue flew out from the rear, and working his lithe limbs like clock-work, shot (that is the word) across the tape six inches ahead of Tyler, and a length ahead of Sanger. Either the judges failed to credit the great sight their eyes showed them, or thought Dirnberger could never beat Tyler, or were careless in watching the finish, or were guilty of rank injustice, for they gave Tyler the decision. This was without hesitation, where a hundred spectators, in line with the tape, and a score of press men, could have told them differently. Even Leeming admits unconditionally that Dirnberger won.

#### Windle Beats Sanger.

The close of the mile international was also the scene of a close finish, and resulted in the defeat of Sanger by Willie Windle. In this contest Bliss paced a lap and gave way to Banker, who took a quiet "sneak," and gaining a 100-yard lead made a game effort to hold it. On the last lap, Sanger, tired of that kind of fooling, was away like the wind after Banker, Windle trailing, and Dirnberger apparently losing ground. Sanger's pace did not suit Windle, who went out at a much faster clip and succeeded in

closing the gap as the center of the last bank was reached. Then Sanger made his last effort and was leading 100 yards from home, when Windle first tied him and then gained a lead of six inches, which he maintained in a terrible finish, Sanger jumping three feet from the tape, and passing Windle's front tire half a foot when two feet past the tape. Dirnberger had gained the lost thirty yards and passed the two fliers a yard beyond the tape. The last quarter had been covered in :29, the mile in 2:18 2-5, breaking Rich's record of 2:18 3-5, made some weeks ago.

Taylor, Brandt, and Titus scored in the order named in the mile invitation handicap, Tyler, the scratch man, being caught in the bunch and unable to get better than fifth. Taylor's time was 2:16 1-5.

#### Summaries.

Third-mile international, first heat.—H. C. Tyler, first; M. F. Dirnberger, second; G. A. Banker, third; G. C. Smith, fourth. Time, :45 2-5.

Second heat.—W. C. Sanger, first; G. F. Taylor, second; E. C. Bald, third; W. W. Windle, fourth. Time, :45 4-5.

Final heat.—M. F. Dirnberger, first; H. C. Tyler, second; W. C. Sanger, third; E. C. Bald, fourth. Time, :45 3-5. The judges gave Tyler first, but it was Dirnberger's win.

One-mile 2:50 class, first heat.—George M. Coates, first; W. A. Wenzel, second; N. S. Conrad, third. Time, 2:50 4-5.

Second heat.—C. H. Measure, first; B. F. McDaniel, second; D. C. Griffiths, third. Time, 3:02 1-5.

Third heat.—C. B. Tomlinson, first; L. J. Wycoff, second; F. L. Lemont, third. Time, 2:48 1-5.

Final heat.—George M. Coates, first; C. H. Measure, second; L. J. Wycoff, third. Time, 2:57.

One-mile invitation handicap.—G. F. Taylor, 20 yards, first; O. S. Brandt, 60 yards, second; F. J. Titus, 70 yards, third; E. C. Bald, 25 yards, fourth; H. C. Tyler, scratch, fifth. Time, 2:16 1-5.

One-mile local handicap for record trophy, first heat.—H. T. Wunder, 20 yards, first; R. P. Rich, 80 yards, second; J. A. Mead, 80 yards, third; C. L. Lagen, 55 yards, fourth; C. H. Measure, 30 yards, fifth. Time, 2:23.

Second heat.—J. J. Diver, 20 yards, first; D. C. Griffiths, 95 yards, second; F. B. Mariot, 35 yards, third; F. L. Lemont, 90 yards, fourth; H. Butscher, 60 yards, fifth. Time, 2:24 4-5.

Final heat.—R. P. Rich, 80 yards, first; H. T. Wunder, 20 yards, second; F. B. Mariot, 35 yards, third; J. A. Mead, 80 yards, fourth; C. L. Lagen, 80 yards, fifth; D. C. Griffiths, 95 yards, sixth. Time, 2:29.

Two-mile handicap.—A. A. Zimmerman, scratch, first; W. H. Mullikin, 12 yards, second; J. P. Bliss, 20 yards, third; O. S. Brandt, 125 yards, fourth; G. C. Smith, 120 yards, fifth. Time, 5:07.

Second heat.—C. W. Krick, 190 yards, first; G. A. Banker, 90 yards, second; J. B. Pearson, 220 yards, third; E. F. Miller, 160 yards, fourth; H. Smith, 120 yards, fifth. Time, 4:49 3-5.

Final heat.—A. A. Zimmerman, first; C. W. Krick, 190 yards, second; F. J. Titus, 125 yards, third; J. P. Bliss, 30 yards, fourth. Time, 5:14.

One-mile international championship, one heat.—W. W. Windle, first; W. C. Sanger, second; M. F. Dirnberger, third; G. F. Taylor, fourth. Time, 2:18 2-5.

#### Rhodes as a Record Breaker.

TORONTO, ONT., Sept. 22.—W. A. Rhodes today lowered five Canadian records at Rosedale. He made the mile in 2:22 4-5, a clip of 7 2-5 seconds; two miles in 4:50; former record, 5:03 2-5, made by Zimmerman; three miles, 7:27; previous record, 7:38, made by Carman; four miles, 10:07; previous record, 11:04 2-5, and five miles, 12:33 1-5.

S. F. Edge has won eight one-hundred mile races, Shorland has won five twenty-four hour rides, and on several occasions Bidlake has been the leading tricyclist in all-day contests.

#### WHY HE DIDN'T WIN.



Mr. Would-be told his friends at home that the reason he failed to win a prize at the Pumpkinville County Fair races, was because he was "caught in a pocket."



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GEO. K. BARRETT, EDITOR.

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Gore's.			LaFayette House.

## PEACE AT LAST.

Well, the cruel war is over and the rebellious hosts of the opposition have been routed most ignominiously. Indeed, their defeat was a foregone conclusion long weeks before the day when the special meeting of the National Assembly was called to order in Buffalo. No one can look on the meeting without regret that a meeting should have been called and the expense of it saddled on the League, which has not in its coffers any too much of the coin of the realm. All are glad, however, that the matter is settled and that we are to be at peace once more. One regrettable fact in all the doings of the League is the prevalence of the methods that characterize ward politics. The election of officers, the pledging of offices by the candidates to their supporters, in fact all the tricks known to the wily politicians enter into the workings of the League all too much. We do not mean to insinuate that all those who interest themselves in the affairs of the League resort to the tactics of the ward heeler, but too many of them do—more is the pity. The fact of the matter is that too many of the men in the confidence of the cycling public have the idea, not without reason, that there is "something in it" to become an official of the League, and as a consequence have the same temptations to resort to questionable methods in carrying out their political campaigns that the politicians do in the broader fields of national, state, and city politics.

## THE GOSPEL OF THE WHEEL.

A much abused institution is that great little production—the county fair. The average denizen of a big city can see little to interest or amuse him at one of these fairs outside of the attractions that are provided on the invariably accompanying horse track, unless, indeed, he be a student of human nature, in which case he will have his hands full—we have known of cases where he had both arms full. To attract the attendance of the public, the managers of fair associations have found it necessary to provide attractions other than fine specimens of seed, corn, big pumpkins, and dropsical looking swine. In hunting around for these attractions they have

found horse racing the most popular. Its popularity, however, is fast waning before that of bicycle races. The audiences at these county fairs are not critical. They don't care particularly for Nancy Hanks-es or Zimmermans, but they do care for good spirited speed contests. These they are far more apt to see in bicycle races than in horse races. The fair managers are beginning to realize this fact, and the result is that there are a dozen county fair bicycle meets held in this year of our Lord eighteen hundred and ninety-three where there was one four years ago.

What is the result?

Thousands on thousands of people who have seen bicycles every day of their lives for years, without giving them a second thought, see them in the races, compare the time made on them with that made by the horses, find that the wheelmen's time is the fastest, and then they begin to think, "This bicycle, this thing that we have under our noses every day, this toy—but hold. Perhaps it isn't a toy. No. Any vehicle that can carry a man faster than the best horse in the county is no toy. Think I'll have to get one for my boy next spring."

And so the gospel of the wheel is spread.

## OCTOBER.

The mellow autumn days are now at hand when the lover of nature and the wheel finds his most delightful touring season. The crisp, bracing air of sturdy October holds more charms for the true knight of the wheel than does any other child of Father Time.

*The sweet calm sunshine of October, now  
Warms the low spot; upon its grassy mold  
The purple oak-leaf falls; the birchen bough  
Drops its bright spoil like arrow-heads of gold.*

Come, come, my racing friend, send back to the manufacturer that kyphosis bicyclistarum promoter, your racing wheel, and get in its stead a good comfortable road wheel, and go for a jolly trip with three or four congenial companions. If you have never done this, you are no bicycle rider, crack that you are.

And you, too, you sluggard, who have let your wheel lie idle for all too long, take it out again, join our friend the racing man, stir up your liver, and get yourself prepared for a winter's conflict with the buckwheat cake. You'll need to reinforce your constitution.

## STRAY SHOTS.

### The Amateur Question Again.

With its usual enterprise *The Wheel* has been getting prominent men in cycling to give their opinions on the present status of amateurism and to suggest such plans as they think will put racing on an honest, if not a better, footing than it is on today. The unanimity with which all whose answers have been printed call for some provision that will sanction the payment of expenses by manufacturers, is surprising. The fossil who clamors for the "gentleman amateur" seems to have entirely disappeared. The only point on which *The Wheel's* correspondents seem to differ is the advisability of having one or two classes of amateurs. The idea advanced by the Racing Board last year for Class A and Class B seems to be the most popular. While we should much prefer to see a liberal amateur definition adopted as the simplest plan, still the two-class scheme would be better than the present one. Our New York contemporary is doing good work in a good cause, and we hope that it will prove effective.

### Gave His Bicycle Away.

John C. Scott, a middle-aged resident of Philadelphia, noticed how easily bicycle riders got around town and determined to invest in a wheel. He bought a high-grade machine and with a friend to help him, attempted to conquer the restive thing. All went well for a while and Mr. Scott was progressing finely. He ventured out alone, but no sooner had he left the protecting arms of his friend than the steel steed began to cut up capers. Mr. Scott tried to keep the front wheel straight, but failed miserably and fell, the wheel of course landing on top of him. Maybe there wasn't a mad man in Quakertown! The air turned blue and Mr. Scott could hardly be restrained from attacking the wheel with an ax. Finally he turned around and gave the machine to a passer-by, who promptly wheeled it away, despite the expostulations of Scott's friend. The ex-wheelman was then taken to a hospital to have a dislocated wrist repaired.

### Wanted to Lynch Peck.

C. H. Peck had a thrilling experience at Farmington, Ill. He went down there to some county fair races, and had things his own way, beating Bert Myers frequently. The bookmakers had lost considerable money on Peck, and they finally approached him, and offered to give him \$25 if he would throw the next race. This he refused to do, and the "bookies" were much incensed. Every time Peck passed them they talked of lynching him and finally, just after the last race, brought out a long rope, and asked for Peck. The Chicagoan became scared and disappeared until train time. Farmington will be scratched from his visiting list hereafter.



### Largest Diamond in the World.

The Jagersfontein Excelsior is the largest diamond in the world. It was recently discovered in South Africa, by a kaffir, who, while talking to his overseer, saw something shine, and put his foot over it until his "boss" had gone away, when he picked up the immense diamond and put it in his pocket. Afterward, in the compound, he handed it over to the manager, for which he has been given \$750, a horse, saddle, and bridle. The diamond is said to be worth over \$250,000 and weighs 971 carats. Its color is blue-white and almost perfect.

A plaster of Paris model shows that the stone is in the form of a sloping cone flattened on two sides, and standing on an oval base, so flush as almost to appear to have been cut. Its height is about three inches, and its width about two, while the flat base measures nearly two inches by one and a quarter.

It is suggested that some one of the meet promoters who is so anxious to have Zimmerman and Sanger meet at his tournament, secure this stone and offer it as a prize. He would be surprised to see how quick the match would be made.



### Windle Will Go for Records.

Willie Windle took good care to ride wide of the crowd at Philadelphia and to avoid all chances of a fall. Windle is in the strictest training possible for a man, preparatory for his annual onslaught on the records. It is given out authoritatively that he will try for them late this week at Springfield. The field seems at present to be clear for Windle, as it is extremely doubtful whether Zimmerman and Sanger will go against the clock. Both are tired out and anxious to take a needed rest, especially Zimmerman. Sanger is not so tired as he is lazy, so a friend says, who also says that Sanger is capable of a mile in 1:55 and as much faster as two triplet teams can carry him. There are still other men being held in the dark, who may take a turn or two in the onslaught on Father Time.

### A Man of Many Lamps.

What queer things we see when we haven't a gun. There was one occasion that we sadly felt the need of a good Smith & Wesson and that was last Saturday night. At the corner of Thirty-first street and Cottage Grove avenue a wheel was standing near the curb. Fastened to the front wheel were two lanterns. Two more were fastened to the handles and two were affixed to the rear wheel. All of them were lighted, and it was a pretty sight. But it wasn't the lanterns that caused a desire to have a murderous weapon at hand; it was the actions of the owner of the wheel. He would wait until a crowd would gather around the bicycle and would then walk up and mount the wheel and parade up and down Thirty-first street, cutting in front of street cars and making pretty circles. After exciting considerable comment he would return to the corner and wait for another crowd.

### The Cyclideal is a Speedy Machine.

The cyclideal, the safety with hand levers, is being used in France, and the defects that have been ascribed to it,—such as slipping back and forth upon the saddle,—have not yet been realized in practice. Riders of rear drivers find it difficult to keep up with the new machine upon the level, and it runs over hills with the greatest ease. A road race for this kind of machine is being organized, and it is possible that a challenge will be issued to all the racers who ride crank machines geared equal to the cyclideal, but it is understood the road to be used will be very hilly.

### Taylor Will Go Back to School.

George F. Taylor will return to the dental college October 1, probably continuing his studies in the tooth pulling and dental surgery arts at Philadelphia. Taylor made a poor showing at Springfield. His lungs were badly affected by a severe cold and he complained that in a hard sprint his lungs felt as if they were being torn asunder. Bliss and Dirnberger will probably take in the southern circuit, if it is arranged.

### Springfield Profits.

Latest reports from Springfield, Mass., give this year's profit as \$3,000. "It was probably more," say those who ought to know, and intimate that there was a serious leakage somewhere. The crowds were fully as large as the year previous, when the profits were some thousands more.

## ZIMMERMAN IS MAD.

**He Denies that He Promised Positively to Ride at Boston His Explanation.**

There was one mad man when Arthur Augustus Zimmerman read the opening eighteen lines of the report of the Waltham meet of September 9 in THE BEARINGS.

"Does Boston think it can ever force me to ride in its city by such blackmailing methods?" said he indignantly. "The fact of the matter is, I never promised to ride at Waltham. It was George Taylor who telegraphed me to send in my entry to a man by the name of Robertson, I believe. I at once telegraphed him not to enter me under any conditions; that I positively would not come. When I reached Springfield, Mass., I was tired out. Asa Windle came to me and said the Waltham track managers wanted me to come the worst way. I then told him I thought I would go down. I went up to see Meintjes and he said I was a fool to go and tire myself out, and I then told Asa I would not go, and also told Bradstreet—who, I understand, owns the Waltham track, and who had come to Springfield especially to see me—that I positively would not come. This was very early in the evening and there was ample time to notify the Boston daily papers. But this was not done.

"They wanted the crowd and would not spoil their chances by placing me in a right light, preferring, rather, to roast me for not coming. This they did, and the Boston correspondent says that 'they have a knife in their pockets for Arthur Augustus Zimmerman,' and that I 'promised them faithfully by wire Friday afternoon from Springfield to come and race.'

"The knife they will never have the opportunity to use except in the press in their dirty blackmailing way, and the promise they claimed to have received was given only temporarily, and positively retracted. When they say I sent the dispatch myself and then turned and said, 'Oh! I'm not going down there,' they lie. I broke no word with Boston, and the terrible (?) roasting they give me, will, more than anything else, keep me away from Boston in the future.

"It is this way all over the country. Managers of meets come to me and say I must enter, the people want me, etc. I refuse to enter, and they enter me just the same and advertise my appearance. I have no redress and have to take the roasting. A man enters a meet's races intending to come. He goes wrong a few days before, and can not do himself justice, so does not appear. This he can not help, and he certainly should not be roasted. Lots of the race-meet managers enter a man knowing he is not coming, and by advertising him place him in a false position before the public. Boston had no excuse for the position it took, as I positively notified them I would not come. The fault is theirs not mine, and I want to be placed in a right light before the public."

### LOOKING FOR RECORDS AT SPRINGFIELD.

SPRINGFIELD, MASS., Sept. 25.—Windle is here waiting for an opportunity to smash records. He is training twice a day and is going like the wind. He expects to go for the flying half-mile record first and then will go on for all other records up to five miles. He says that either he or Tyler will go for Meintjes' 1-hour record. On September 21 he (Windle) rode a flying half mile, back of a tandem pushed by James Clark and A. W. Olmstead, in 1:01 2-5, beating them out in the straight. The next day he and A. W. Warren started back of a triplet—with Nelson, Clark, and Olmstead up—and rode a flying half in :58 2-5; and the wind was blowing hard at that. Warren rode well inside the minute, being no more than ten yards back of Windle at the finish. The track is better than it ever was. All that Windle wants is good weather and we will have a new set of records. He seems able to follow just as fast as any three men can ride a triplet.

Ed Sullivan is now training Windle, and Harry Leeming is looking after Tyler. Leeming vows that whatever records Windle makes, he will beat with Tyler.

The only men here now are Windle, Nelson, Warren, Clark, Olmstead, Arnold, and a few lesser lights. The big men are expected before long. Culver said not long ago that he would keep Sanger in the east as long as possible, as he did not like the latter's Milwaukee associates, who have a very bad influence on the big fellow.

### Some Danish Racing Men.

Denmark has some good riders according to an English newspaper man who has just returned from a racing visit to that country. "They have in Svend Hansen one of the best handicap riders we have seen," he says. "If he came to England and rode in the Surrey Cup race, we would not be surprised to see him win. The way he led Watson in a five-mile race, 20 out of 27 laps, and sprinted him in, was an eye opener. He is exceedingly like F. J. Osmond in the face, and is apprentice to a mason. C. Ingeman-Petersen is another good little rider. He prefers shorter races, and is very fast on a sprint. He recently covered a mile in 2:14 on Ordrup track, a cement one laid by Joe Broughton, four and four-fifths laps to an English mile. The banking of the track is carried up very high at the corners, and is quite safe at a good rate of speed, as Petersen's mile time will show."

### Strange, but True.

*Mr. Would-be:* "In bicycle racing it often happens on a dry track that the riders are hidden in dust."

*Mr. Back Number:* "Yes, and by the time you notice the fellow you bet on doesn't run one, two, seven, the dust is gone."



## PERKINS GETS A BLACK EYE.

The Massachusetts Division Nominates Spencer T. Williams for Chief Consul—Miller Is Remembered.

BOSTON, MASS., Sept. 23.—“Der masshine” has received a shock.

The nominating committee of the Massachusetts division met the other night and their nominations for the executive positions are revolutionary and new. Spencer T. Williams, president of the Malden Bicycle Club, has been nominated for chief consul, and D. E. Miller, the president of the Springfield Bicycle Club, has received the vice-consul nomination. It is said that Fred McCausland, Jr., has been named for secretary-treasurer. All of these nominations are new and rather surprising.



SPENCER T. WILLIAMS.

For a long time now the general feeling has been that George Perkins would never again be returned as chief consul. There were various reasons for this, potent among them being the fact that he has already served three terms and the old Bay State cyclists believe in turn about. There are other reasons which are strong and need not be enumerated. Well, when it became a settled fact

that he would not get the nomination, everybody began to look around to see who would be the man. Eastern cyclists were strong on Spencer T. Williams and the feeling was that if he was put up he would make a strong run, and an excellent executive if elected. But the western part of the state was to be conciliated, and this has been done by the nomination of Miller for vice-consul. It is not known yet whether or not Williams will accept the honor, but his friends are urging him to do so at every opportunity, and doubtless he will yield to the pressure and consent to serve. None better than he could be found to take the position. He is a man who is a natural sportsman and has been from his very earliest days interested in some sport or other. When cycling began to boom again about two years ago, he became identified with a small organization in Malden (where he lives) and from the moment of his connection with the club, it began to assert itself. Now it stands in a very enviable position and vies only with the Press Club for first place as a racing organization. This has been due almost solely to the brains and fearlessness of Spencer Williams. The club occupies elegant quarters in Malden. Williams immediately began to be prominent in division affairs, and is a representative to the board and a member of the executive committee of the A. C. C., of Boston. He is exceedingly original in ideas and expedients, fearless in his expression of opinion, and can not be called conservative except as his enthusiasm is tempered with the judgment of a business man of years of experience. Under his administration the division would surely prosper and be represented by a man who is fluent in speech and keen-sighted.

D. E. Miller needs no further identification than as the reviver and manager of the present Springfield tournaments. He has been president of the Springfield Club now for three years, and it was he who in 1891 pushed the tournament to success, and who has since been the brains of the management of these famous tournaments. A. D. Peck, who at present holds the vice-consulship, does not care to hold the position longer, and resigns for Miller very gladly.

If it be true that C. S. Howard has been deposed from the secretary-treasurership, it will be the greatest surprise of all. There have been many attempts to throw him down in years past, but he has always received the division straight nomination. McCausland is a prominent man in division affairs, president of the Somerville Cycle Club, and a good man in all ways, but why there should be need of a change in Howard is not clear. Still, it must be acknowledged that many of the clubs in the metropolitan district are against him. I am inclined to think that there will be more electioneering in the division this fall than ever before, not excepting the famous fight two years ago.

### Another Meet for Waltham.

W. D. Bradstreet, owner of the Waltham track, is arranging for a final meet there this year, and he has five events on the card, all of which are good ones. He proposes to run an invitation mile in heats, only the great ones to be invited, and the man winning the greatest number of heats to win the mile. He will also try hard to make a record for the track. He has already secured Sanger, Windle, Tyler, and Johnson, who will all go against records from the quarter to the mile, both flying and standing. The date is October 2.

### A World's Fair Romance.

P. W. Hoskins came to Chicago to visit the World's Fair and boarded with the Phillips family at 3 Oakland Terrace. There was a very pretty young lady in the family and Mr. Hoskins at once began to pay attentions to the maid. They took long bicycle rides together, visited the Fair, and the course of true love ran smooth. Last week Juliette and her beloved took a flying visit to Milwaukee and the parents of the young lady received the following telegram:

Married Juliette. All for the best. We pray for forgiveness. P. W. HOSKINS. Mr. Phillips started for Milwaukee at once with blood in his eye.

## CASSIGNARD WINS A CHAMPIONSHIP.

The Frenchman also Shows that He Is a Good Man on a Tandem —French Racing.

PARIS, Sept. 14.—The U. V. F. championships are run annually on the following basis: First, for safeties at one kilometer and five kilometers as a speed contest, and on 100 kilometers as an endurance test; second, for tricycles at five kilometers for speed and at fifty kilometers for endurance. Last year's champions were Cassignard for the five-kilometer safety, five-kilometer tricycle, and fifty-kilometer tricycle, and Henri Farman for the 100-kilometer bicycle. The one-kilometer championship was not run. The championships are to be competed for this year on the new track, and the one and five kilometer have already been awarded.

The latter event took place on Sunday last, and gathered almost as large a crowd as on the opening day. It is estimated that about 10,000 people witnessed the races. The entries for the five-kilometer championships were: Cassignard, Fournier, Medinger, Antony, Louvet, Baras, and H. Meyer. The first heat brought together Cassignard, Louvet, and Baras, the latter having the pole, while Cassignard was on the outside. Cassignard led at the pistol, and took the file round at an easy pace for two laps, to be relieved by Louvet and Baras in turn, the same slow pace being maintained, which caused a lot of hissing by the crowd. Louvet was leading at the bell, and began his spurt with Baras, going into the back stretch, Cassignard close behind Baras, who went wide into the last turn, allowing Cassignard to pass and come up to Louvet, who was spurring along the pole. Cassignard and Louvet—seeing Baras far in the rear owing to his bad last turn—both sat up fifty yards from the tape. Cassignard won by a length in the slow time of 10:17 3-5.

Antony, Medinger, Fournier, and Meyer lined up from the pole in the above order for the second heat, Meyer leading for several laps at a smart pace, but falling back half-way; Medinger and Antony leading at the usual crawl for the balance. Fournier went ahead at the bell, Antony watching him closely, and Medinger hanging on. Fournier kept the lead until the home stretch, when his lack of form told on him, Antony and Medinger passing him sixty yards from the tape, and the latter just succeeding winning by half a length. Time, 10:50.

After some minor events, the finals of the championship were called, and Medinger, Cassignard, Antony, and Louvet started. Cassignard, after leading two laps, fell behind Antony, who was relieved by Medinger, the gait being as slow as on the previous heats. The men were saving themselves for the last lap and watching each other. Cassignard and Medinger were ahead at the bell, and round the turn into the home stretch, when Louvet suddenly spurted past them, Antony following him, and Cassignard getting under way at once. On and around the last turn they went, Cassignard jumping ahead in the home stretch, Antony hanging on to his back wheel, while Medinger was unable to pass Louvet and only took fourth place, to the surprise of all, as the “old man” is known to have a very fast finish. Cassignard thus won his second championship in a fortnight on the same track, and was the recipient of deafening cheers and numberless congratulations from his friends.

A 2,000-meter amateur race had been run before the heats of the championships, Lamplugh, who is in very good form just now, beating Mathieu in the first heat, and Otto Fries, from Belgium, beating Peters and Desgranges in the second heat. The final was interesting, the spurt beginning at the bell, when Fries came up in front and kept ahead until thirty yards from home, when Lamplugh, coming up to him, clearly outspurred him and won by two lengths, Desgranges third.

### France's First Tandem Race.

After a junior lap-race, which went to Spoke, beating Czerni by a length, a tandem bicycle race was called. This was the first event of the kind ever contested in France, and much interest was centered on it on account of the fine performances credited lately to the machine. Cassignard and Charron had doubled up on a Clement tandem, Masi and Vigneaux were on a similar machine, and Louvet and Antony were astride a New-Howe, Antony attending to the steering. The pace was fast from the start. Antony and Louvet, with a small seventy-inch gear, being in the back stretch at a disadvantage against the other machines geared to eighty-inch, but gaining when going against the wind in the home stretch. Masi and Vigneaux were leading at the bell, and Antony and Louvet followed them in the turn. They began to move in the back stretch, when Cassignard and Charron, who had hung back a little, flew past both crews, got the lead, and took the last turn at such a wild gait that Charron was dizzy still after the finish. Masi and Vigneaux almost joined them on the turn, but the finishing spurt of Cassignard was too much for them.

The time for the 5,000 meters had been 8:28 4-5, the last lap being done in :38 2-5, equivalent to about :29 for the last quarter.

The 100-kilometer championship will be run on the 24th on the same track. Cassignard has entered all the championships, and seems likely to get them all, no other man being in form just now to disturb him. He is to ride a match race against Fournier before the close of the season, and it seems that the latter will find it difficult to get in form, his military duties preventing his training assiduously.

ALBERT G. ROUX.

Harry Johnson, Murray Killmer, John Sisman, John Bertolette, George Wittich, and George Eckert, of the Penn Wheelmen, Reading, Pa., were in Chicago for the past week taking in the Fair. They returned home yesterday by way of Buffalo.



## CHICAGOANS WIN POTS.

If it Hadn't Been for Whiskers They Would Have Also Won a Carpet Sweeper at Grand Rapids.

It came to pass in the year one thousand eight hundred and three and ninety, even in the springtime, that those men who till the soil in the land of Michigan, even in the west part of that land, gathered themselves together in the city that is called by the name of Grand Rapids. Now, when these tillers of the soil were gathered in the city called by the name of Grand Rapids, they banded themselves together and did call themselves the West Michigan Fair Association and they decreed that all those who tilled the soil in the land round about Grand Rapids, even all the farmers in West Michigan, should bring to the city of Grand Rapids, even to the Fair Grounds, the fairest and largest of their pumpkins and their squashes and their corn. Likewise of their horses and their sheep and their cattle and their swine, and of their fowls the fairest. And they decreed that all these things should be gathered together on the eighteenth day of the month called September and should be kept there until the two-and-twentieth day of that month, and that men be appointed to judge which were the fairest of the pumpkins and the squashes and the corn, and of the horses and the sheep and the cattle and the swine and the fowls. And on the fairest the judges should put blue ribbons, and on those that were not so fair red ribbons, and on those that were not fair at all no ribbons. So it was decreed.

Then up rose a wise man from among the tillers of the soil, and spake and said, "The Philistines of the city do delight to fill their maws with the pumpkins and squashes and corn that we raise, and with the flesh of sheep and cattle and swine and fowls, but they care not to see these things until they are cooked by cooks, and they will not journey to the Fair Grounds and pay of their gold and their silver to see these things; and the West Michigan Fair Association will not get the gold and silver which the Philistines of the city have, but will even be in the hole.

"Now the Philistines of the city do delight to see horses when they run and when they trot, and they likewise delight to see the riders of bicycles when they bend their backs like unto the curve of the rainbow and make their legs go exceeding fast. Therefore let it be decreed that we will give purses, even purses of gold and silver, to those men whose horses can run and can trot the fastest, but to the riders of bicycles we will give no purses, for they scorn to ride for gold and for silver, but to them will we give bicycles and guns and guitars and other things, which we will beg of the merchants in the city of Grand Rapids. Then the Philistines of the city will come to the Fair Grounds and will pay of their gold and their silver to see the races, even half of a simoleon each time they do enter the gates of the Fair Grounds, and we will wax rich."

Then the tillers of the soil rose, every man among them, and said it was good and so it was decreed.

Now it came to pass that when the riders of bicycles in the city of Grand Rapids heard the decree, they were exceeding glad and they did say unto themselves, "Behold all these bicycles and guns and guitars and other things which the tillers of the soil will give to those of us who can best bend our backs like the curve of the rainbow and make our legs go exceeding fast." And forthwith the riders in the city of Grand Rapids began to labor with much zeal to bend their backs and make their legs go exceeding fast, even to train for the bicycle races. And many days did they train.

But the tillers of the soil sent their decree broadcast in the land of Michigan, and in the land of Ohio and Indiana and Illinois. Now it so fell about that in the land of Illinois, even in the city called by the name of Chicago, there dwelt riders of bicycles who for many long years had bent their backs and made their legs go exceeding fast, and these riders of bicycles had banded themselves together and called themselves the Consolidated Order of Pot-hunters, and when they heard the decree they said one to another, "Behold the tillers of the soil in the land of West Michigan will give bicycles and guns and guitars and other things for riders of bicycles in the city of Grand Rapids on the two-and-twentieth day of the month called September. Is it meet that we should let the dub riders of bicycles in the city of Grand Rapids annex unto themselves these prizes. Nay; rather let us gird up our loins and take our bicycles and hie us to the city of Grand Rapids." And they girded up their loins and took their bicycles and hied them to the city of Grand Rapids, even unto the Fair Grounds. And they numbered half a score.

Now it so happened that on the night before the two-and-twentieth day of the month of September there fell a mighty rain and did wet the Fair Grounds, and the track was a cubit deep in mud. Then up rose the riders of bicycles as one man, the riders of bicycles from the city of Grand Rapids and from the city of Chicago, and cried out, as with one voice, and said, "Postpone the races for bicycles."

But the tillers of the soil said, "Nay, nay, this is the last day of the Fair and ye must ride this day or verily ye will get no prizes."

Then the riders of bicycles were full sore and said, "Nay, but the track is a cubit deep in mud, and ye have told the drivers of horses that they might not race, and how, forsooth, can we ride where horses can not trot?"

"Enough, enough," cried the tillers of the soil. "Verily ye are block-heads. See ye not that for the drivers of horses we must put up purses of gold and of silver, but for the riders of bicycles we put up bicycles and guns and guitars and other things, which we begged of the merchants in the city of Grand Rapids. The purses of gold and of silver we will keep, but the bicycles and guns and guitars and other things which the merchants did

give, will they again take away if ye race not for them. Therefore will we harrow up the track, and ye will ride on it. Else ye can get ye to your homes again."

And the tillers of the soil did harrow up the track and the riders of bicycles did ride thereon. And the riders of bicycles from the city of Chicago did bend their backs like the curve of the rainbow—only more so—and did make their legs go so exceeding fast that they looked like the twinkling stars; and the riders in the land of West Michigan got not the bicycles and guns and guitars and other things save only in one race. And this race was called a lap race. Three times did the riders of bicycles ride around the track and each time did the judges score points for them. Now it came about that in this race there started three riders of bicycles from the city of Chicago, even from the Consolidated Order of Pot-hunters. There was Steele, of the Lake Views, and Levy, of the Chicagos, and one other rider of the bicycle. There also started others, and one was a man strange to behold. He had much whiskers on his face, and his legs were clad in a manner never before seen by men. On his legs did he have black under-drawers and black socks, and at the top of the socks was there a ruffle, and the ruffle was pinned with a safety-pin. And the riders of bicycles from Chicago called to them one Richmond, the referee, and asked him privily, "Do you grow such things in the city of Grand Rapids?"

And Richmond answered and said, "Nay, of a truth, we do not. That is Horace Brown, of the city of Muskegon."

Now when the race was run, Steele came first over the tape, and then came that other rider from the city of Chicago, and then came Levy. And the second time it was the same; and each time Whiskers, from Muskegon, fell many cubits behind, but the riders from Chicago waited for him. But the last time Whiskers came through the mud and did spurt for the tape, and the other riders did see him, but they said to themselves verily we have scored many points and Whiskers can not win. But it fell about that the judges scored the points, and said that Steele had the most points, and that Whiskers and that other rider from Chicago were tied for second place.

Then did that rider from Chicago mount his bicycle and did call to Whiskers, "Come, we will run this tie off."

And then he said to the people who were gathered round about him, "Verily, I will make a holy show of Whiskers, of Muskegon."

Then went a friend and told Whiskers, and Whiskers came to the rider from Chicago and said, "Nay, let us not ride off the tie. Let us flip a simoleon or shake the dice."

But the rider from Chicago spake, and said, "Nay, not so. I know not how to flip a simoleon or shake the dice so well as I know how to ride."

"Be it so," then said Whiskers, "but I will not ride against thee," and the referee awarded the second prize unto the rider from Chicago, and the third prize, even a carpet sweeper, unto Whiskers. And Whiskers took the prize and carried it in triumph unto his wife in Muskegon.

And of the other races there is much to tell, but space forbiddeth.

### Summaries.

One-mile open, eighteen starters.—Gus Steele, first; G. K. Barrett, second; Troop Richmond, third. Time, 3:00.

One-mile 3:00 class.—C. P. Root, first; James Levy, second; Lonn, LaPorte, third. Time, 3:00.

Two-mile handicap.—Mans, Lansing, first; A. J. Nicolet, second; James Levy, third. Time, 5:12.

Half-mile open.—G. K. Barrett, first; Gus Steele, second; C. H. Peck, third. Time, 1:21 1-2.

Five-mile handicap.—Gus Steele, first; C. H. Peck, second; James Levy, third. Time, 14:16.

### A HOT FINISH.



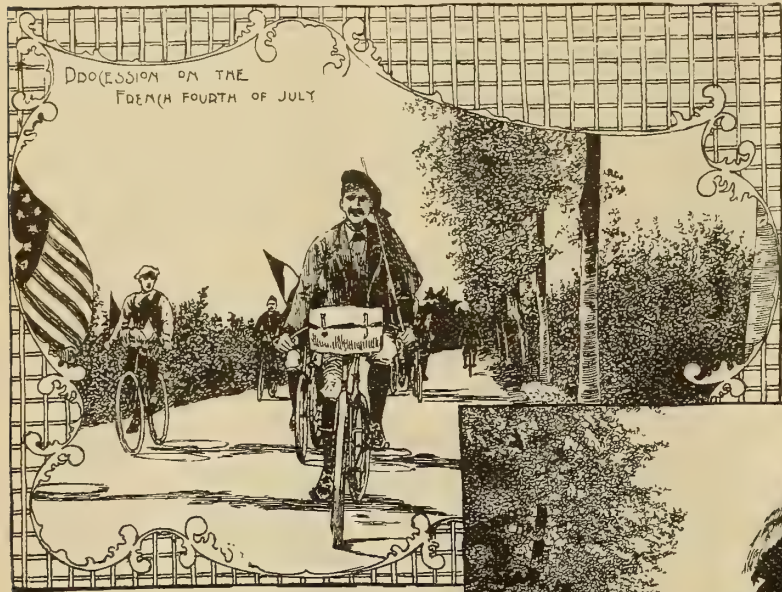
A. I. Brown wins the half-mile open at Findlay, O.; A. L. Baker, second; O. P. Bernhardt, third; Conn Baker, fourth.



## A TOUR IN SUNNY FRANCE.

The rural scenery in Normandy is similar in some particulars to that section of Brittany through which we passed. There are the same hills and valleys, the same orchards of apples and pears, the same earth fences, but not the same people. The Normans are taller than the Bretons and handsomer. They appear more intelligent and enterprising, and they are not so rough, though they are not quite as polite as the people of Touraine. If our bicycles frightened their horses, they resented it. But we liked Normandy and the Normans. It is a noble country and people, and in many respects the architecture of it surpassed anything we had seen.

The clusters of stone boxes in Picardy seemed very crude compared to such a farmhouse as is shown in the illustration. The farms are detached as ours are, and much skill and taste for the beautiful are displayed in the con-



struction of the houses. A thatched roof, either when covered with the mosses of centuries and patches of graceful ferns, or when displaying all the smoothness and regularity of newness, is a fascinating thing. Normandy is the home of thatched roofs. We did not see so many or such good ones elsewhere. There were plenty of level plateaus as well as hills and valleys. We had long ago exhausted our adjectives and become speechless with excess of satisfaction, so to speak, at the matchless perfection of the *grand route* in France, but in Normandy it seemed to display even added attractions. It would frequently stretch away to the horizon, between rows of shade trees, as level and straight as a railroad track; and once, for a never-to-be-forgotten stretch of eight miles, the shade trees were pear trees. There was an abundance of the delicious fruit on the ground, of which we ate as much as we wished. We seemed to be journeying through the privacy of some vast royal park or estate, rather than over a country road, for none of the people seemed to think of such a thing as despoiling the trees of their fruit. There were no incorrigible boys with clubs and stones to break the branches. This public property was rigidly respected. Fruit trees for shade trees on a public road would be quite impossible in some places—in New England, at least. Either because of inherited docility from centuries of enslaved ancestors, or because of the impress of the military discipline that is everywhere so prominent, the country people are exceedingly tolerant of restraint, respectful of regulation and public property, and mindful of public duties.

They may not be individually progressive and striving for higher things and crowding up on top of each other's shoulders; they may be so conservative as to be slaves of custom and to live like flocks of sheep, but all this has at least this one good feature, that there is not the American intolerance and criticism of civil authority, and such public works as the magnificent roads are thereby possible. To ride through that avenue of pear trees in Normandy, over that wonderful road, gives one a realization of the possible weaknesses of our progressive strength. If we are ever to get good country roads in America, we must be willing to place the right men in power to build them; and then allow them to go ahead and do it as they think best.

Caen is the chief city of Normandy. We arrived there the day before the Anniversary of the Republic, which corresponds to our Fourth of July. It is the national fete day. That evening the celebration was begun by the firing of cannon from the old fortress of William the Conqueror, by the illumination of the houses with lanterns, and the display of French and Russian and occasional American flags. Also there was a procession of a motley throng of the poorer people singing the "Marseillaise."

All this fired our enthusiasm, and when one of the boys hunted up the biggest American flag in the city and proposed that we have a procession, there was of course but one result. We all purchased French and American flags and lanterns, two of the boys provided themselves with tin pipes, and with "Old Glory" and a big French flag in front, the two pipers next behind playing "Marching through Georgia," and the rest of us bringing up the rear whistling and singing the same inspiring air, we paraded the streets of the dirty old town, much to the astonishment of the inhabitants. At first they were silent and suspicious, but finally they began to applaud and shout "Vive la Republique," and when at last an elderly gentleman swung his silk hat in the air and shouted "Vive l'Amerique," we felt that we had been well rewarded for our efforts. Our answering salute was tremendous. We were so glad that there was one man in France who appreciated who we really were.

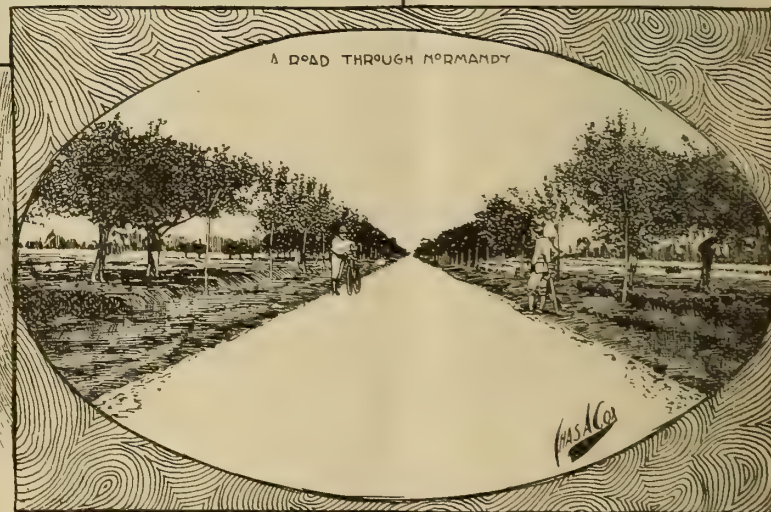
We had found that when the people learned that we were Americans they seemed to have a vague idea that we came from across the Atlantic—but whether from Patagonia or Alaska was a mystery. They did not associate Americans with the United States. Indeed, we were frequently taken aback at the utter ignorance of the average peasant of the greatness of our country. One intelligent looking farmer, who asked us all sorts of questions, finally demanded, "Do they study Greek and Latin in the United States?"

It was something astounding to us to find how little the average French peasant and citizen of the villages and towns knows about the world outside of France. They don't read the news. There is no local paper with the "world in a nutshell," etc. We stopped in one city of 12,000 inhabitants that had no local paper, and depended for its news upon the Paris papers, published 150 miles away. The people don't seem to care to know anything about the outside world, probably for the same reason that they

won't learn English, as other Europeans do. They are buried in their beloved country. They are content with *la belle France*. But to return to our street procession in Caen. We were so pleased about it that we decided to continue it on the morrow, the day of the celebration, and of our departure from the city. We were to ride to Trouville, a watering place on the coast about twenty miles distant. We were to come that distance in procession, carrying our flags. So we swept silently out of the city, a gay and attractive company judging from the clapping of hands, and cries of "Bon, bon," that greeted us.



TYPICAL FARMERS HOUSE  
IN NORMANDY



It did seem as if on such an occasion, when all the villages were gay with French and Russian flags, and our appearance was sure to excite enthusiasm; when we had ample time to cover the distance at an easy pace, since the road was unusually wide and smooth, and for a long distance followed the coast close to the water—it did seem, I say, as if, under such conditions, the "scorchers" would be willing to repress themselves and insure the intactness of the procession. But no, at the first long hill our ranks were disorganized, our captain left with but a few devoted retainers, and the party was scattered into twos and threes in almost less time than it takes to tell of it. Of course the "scorchers" must ride that hill. It is always easier for them to ride than to walk. Of the rest, some walked faster than others, some wished to rest at the top, etc.

We straggled into Trouville in our usual irregular manner, convinced, as never before, that if a party of bicyclers are to ride together on a long



run through the country, they must all be equally fleet and all ride at the top of their speed.

After Trouville, which is just opposite the great seaport of Havre—which we did not visit because of the dreaded cholera—we turned away from the coast and proceeded across country toward the Seine at Rouen, the end of our long journey. Unless one has experienced the physical results of such delightful exercise for so many days in the everlasting sunshine of *la belle France*, it is difficult to realize the muscular development of such a party as ours. We were one and all in trim for the race track, sound of wind and tough of muscle. The oldest man had lost about ten pounds, the youngest gained fourteen, with the best results for both. The former, a father of a family and a business man, with little time for exercise, was now ready to stick like grim death to the heels of the fastest "scorcher." There was none of the wide discrepancy that prevailed at the beginning of the tour. The youngsters, fresh from constant wheeling at home, were then a trifle arrogant in their superiority. But the long journey had produced a tremendous effect, in an equalizing way, and as we approached the Seine we were like a company of veterans returning from the war, all true and tried, and imbued with respect for each other's courage and endurance. The comradeship of such mutual experience is one of the permanent joys of life. Add to this the permanent benefit to health, and they alone would be worth the journey, if the main object, that of seeing foreign lands and peoples, were not attained. We can assert that one of the party, who for eight years had been troubled with a defect of digestion, was perfectly cured by the long-continued healthful exercise of the tour.

It can well be imagined that the breaking up of the party at Rouen was accompanied with more or less of sadness for every one of us. We who had enjoyed so much and gained so much together were to scatter in every direction. Some were to cross the ocean again and disappear from each other in one vast country; some were to go to Italy; others to Switzerland and Germany; others to England—but wherever they shall meet hereafter it will be with a pleasurable return of the old sense of comradeship and a pleasurable revival of mutual enjoyment of this nineteenth century journey that only their generation and their successors can ever know.

E. H. ELWELL, JR.

### PAUL GROSCH.

The Passaic Athletic Club, of Passaic, N. J., has a good man in Paul Grosch, whose name has become very familiar in the history of racing the past two seasons. A short, stocky-built young fellow, with a German face adorned by a little blond mustache, is Mr. Grosch. Always dressed in light blue, with a quill stuck in the corner of his mouth, he is at his best in handicap races. Although among the back-markers, he usually contrives to get to the front in a way that is astonishing to behold. Mr. Grosch is a traveling salesman in the employ of McKee & Harrington, makers of the Lyndhurst. He was married this spring, and his wife takes a great interest in his racing career.

### "A Colossal Failure."

From the very first we had no very high opinion of the prospects of the International Association. It was a large idea, based on a broad, liberal view of things, but it was surrounded with difficulties, the like of which never beset any sporting institution that we know anything of. The very vastness of the project seemed to indicate that it could not be made a success of. The principle of international government of international events is exemplified in the International Board, which body rules international Rugby football matches in the United Kingdom. In this case success has been complete; but there never was any difficulty to contend against, the very fact that the area within which the board should operate is a comparatively small one was in itself a guarantee of success. With the attempt to establish an International Cycling Association, things were very different. It was designed to take the civilized world—or the best part of it—into the fold, and trumpets were blown loudly over the meeting held in

November last, when delegates from various countries attended. But it takes more than a meeting of a few men in a small room to make a success of such an undertaking.

Much as we like the idea, and much as we admire the enthusiasm of the men who thought that they had floated it upon an untroubled sea, we can not hide from ourselves or our readers the fact that the so-called international championship meeting was a rank failure. It was simply an American tournament, and a "day out" for the cracks of the states. The events were "international" in no sense of the world; and the meeting was not even a monetary success, as we learn that it has eventuated in a loss of \$4,000. [Please remember that it cost \$7,000 for the track alone.—E.D.] Future meetings—or such of them as are held in Europe—may be an improvement on this record; but if they are, it will be due to the enterprise which prompts clubs, and others, to send American riders over here. With the strained relations that at present exist between England and America, and with threatened revelations concerning American riders, it is very possible that riders from the States will not be picked up in Europe at two a penny for some years to come.

Despite this failure, and in face of the gloomy prospect, a cry is raised that the N. C. U. championships should be closed to all but Englishmen. Our championships are really international events, and as such hold a place and prestige that no other cycle races in the world can aspire to. It has been our boast that these prizes of the path—the ambition of all racing men—are open to every race and creed that the sun shines on. The broad, generous policy of England has been an example to the world. It is now suggested

that our championships should be made purely local affairs; that we should take them from the highest level, and make them twopence-halfpenny matters, of no interest to any one outside the shores of England. We trust that this proposal will be scouted, and that the N. C. U. championships will be allowed to retain their proper place as international events. A time may come when genuine international championships may render it unnecessary to keep the English events open, but that time is not yet.—*Wheeling.*

### "After the Ball."

Charles K. Harris tells the following story in the *Philadelphia Record* of how he came to write the song which has made him rich:

Last March the Milwaukee Wheelmen were preparing to give an amateur entertainment. Sam Doctor, a local singer, called on Harris one morning about a week

before the show and asked him to write him a song. Harris had attended a ball in Chicago the night before and was lying on a sofa in his office when Doctor called. "I am too tired, Sam," said Harris, "to try to do anything just now. I am suffering from the fatigue of after the ball!" Doctor urged his claims, and finally Harris consented to compose something for his friend. I will tell the rest in his own language:

"The words of my reply, 'after the ball,' kept ringing in my ears, and I quickly recognized that I had a catchy title for a song. I thought out the verses, and little by little the tune came to me, and I fitted the words to it. Finally the whole thing developed, and it came to me like an inspiration. I hurried to a music house and ascertained that no music had been published bearing the same or a similar title to 'After the Ball.' Then I sent for Joseph Clander, the orchestra leader, and picked out the piece on the piano for him—I can't read or write music, but I can play anything by ear—and I asked him if he could write it down for me. Clander can grasp and write music as quickly as a stenographer can take a dictation, and in an hour or so I had the words and music of 'After the Ball' on paper.

"Well, I gave the manuscript to Doctor, and, after rehearsing it, he sang it for the first time at the amateur minstrel show. Doctor sang two verses finely and got tremendous applause. This staggered him, and he forgot the third. I left the house chagrined and mortified. The people who heard it remembered the tune and it grew on them. Some Chicago visitors carried it to that city, and I had two or three inquiries for it. Two weeks later Ditson, of Boston, ordered ten copies. I don't know how it had got that far out. This order induced me to publish the song, and the result is known."



PAUL GROSCH



## ZIMMERMAN AT KENDALLVILLE.

**He Surprises the C. O. P. by His Appearance—Banker is With Him—The Pair Win Nearly Everything.**

KENDALLVILLE, IND., Sept. 27.—H. R. H. Arthur Augustus von Zimmerman journeyed all the way from Pittsburg to show the hoosiers of this vicinity how a bicycle should be ridden. George A. Banker accompanied him, and between them they captured three of the four open events on the programme. Jimmy is not looking very well and confesses that he needs a bottle or two of Good's Sarsaparilla—that is to say, he has "that tired feeling." That same tired feeling must be some relation to heart disease, for it affects Jimmy in the same way—makes him show his back to his competitors in all his races. The fact still remains that the "bleedin' wonder" is not himself. He has had too much work, and his face looks pinched, and has a weary expression. George Banker, on the other hand, is riding better than ever before. His ride from scratch in the one-mile handicap in 2:16 was a remarkable performance, considering the fact that the track was none of the best.

The Kendallville meet has long been looked forward to by the pot-hunting brigade as being especially instituted for them and it was not a little amusing to see the expressions of disgust on the faces of the second-raters as one after another of the cracks turned up. Chicago sent Kennedy, Steele, Barrett, Knisely, and Levy; Cleveland sent French, Brown, and the Johnson brothers; Indianapolis sent Minor, and to cap the climax, Zimmerman and Banker turned up from Pittsburg at the last minute. After these men got through there was not much left for any one else. The meet was well managed, the races were excellent, the prizes good, and the whole affair was an unqualified success, owing to the untiring work of F. B. Park and Will A. Glatte, secretary and chairman of the local club's race committee.

The first open event on the programme was the one-mile handicap. Banker had entered too late to be allotted a handicap and so started from scratch. Jimmy started with him to pace him up to the field, which he did, and then dropped out. Banker fought his way through and after a hard finish won by a length from George K. Barrett, fifty yards, who was inches only ahead of C. C. Van Tine, who was on the same mark.

The half-mile open was an easy thing for Jimmy, although A. I. Brown kept him guessing for a while by an early spurt. Jim won by a length in 1:08 from Banker, with Brown half a length back of him.

Marion Black, of Ft. Wayne, and James Levy, of Chicago, each had 225 yards in the two-mile handicap and there was only about six inches more between them at the finish than at the start. The six inches was in Black's favor and it won him the race. The back-mark men all got bunched and owing to their unwillingness to pace each other failed to catch the field as the time, 4:44 1-2, would have allowed them to do.

The one-mile open was another Zimmerman-Banker affair. French got third.

Sid Black did the trick riding in his usual flowin' style.

### Summaries.

One-mile novice, ten starters.—Christian Byler, first; G. B. Bunyan, second; Allen Schreyer, third. Time, 2:38 4-5.

One-mile handicap, thirty starters.—G. A. Banker, scratch, first; Geo. K. Barrett, 50 yards, second; C. C. Van Tine, 50 yards, third; G. E. Walling, 135 yards, fourth. Time, 2:16.

Half-mile open, eleven starters.—A. A. Zimmerman, first; G. A. Banker, second; A. I. Brown, third; E. W. Ballard, fourth. Time, 1:08.

One-mile district race, eleven starters.—G. E. Walling, first; Marion Black, second; W. B. Inks, third. Time, 2:45 1-2.

Two-mile handicap, twenty-four starters.—Marion Black, 225 yards, first; James Levy, 225 yards, second; Charles Kolb, 325 yards, third; E. C. Johnson, 125 yards, fourth. Time, 4:44 1-2.

Half-mile boys' race, eight starters.—Lee Heller, first; Walter Walling, second; Harry W. Raiza, third. Time, 1:20.

One-mile open, fourteen starters.—A. A. Zimmerman, first; G. A. Banker, second; A. N. French, third; A. I. Brown, fourth. Time, 2:27 2-5.

One-mile consolation, eleven starters.—A. D. Kennedy, first; O. P. Bernhart, second; A. J. Nicolet and J. M. Singler, Jr., dead heat for third. Time, 2:39 2-5.

## AT BANKER'S HOME.

PITTSBURG, PA., Sept. 26.—Zimmerman's desire to win 100 first prizes this year is about to be gratified. When he had won the five-mile international here today he was within five of the much-coveted mark. The track upon which the races were run was in poor condition. An effort was made to improve it by pouring oil on it, and then burning it, but it proved of no avail. Taylor, Bliss, Dirnberger, Titus, Miller, and Brandt refused to ride, and the races were thus robbed of much interest. But five men got up for the mile open. A. L. Banker did the donkey work to the three-quarter-mile pole, and while Zimmerman was engaged in watching Rhodes, George Banker made a rush and got a lead that Zimmerman was unable to overcome. Johnson failed to beat Rhodes out for third. It is said that Zimmerman let Banker win, as the latter was riding before a home audience.

Zimmerman won the third mile open easily from A. L. Banker. Johnson, who is not riding in his usual form, was beaten out by the Pittsburg lad. A \$400 piano was put up for first prize in the five-mile open, and Zimmerman, Johnson, Rhodes, Banker, and Foell all wanted it. The finish was magnificent, the five men at the quarter being abreast and riding like mad. Coming into the stretch Zimmerman was in the rear. He did not stay there long, however, and ran home ahead of Johnson and Rhodes, who were fighting for second place, Johnson securing the decision by a foot.

### Summaries.

Half-mile handicap.—G. A. Banker, 30 yards, first; W. A. Rhodes, 45 yards, second; W. L. Addy, 70 yards, third; G. E. Williams, 90 yards, fourth; F. A. Foell, 35 yards, fifth. Time, 1:09 2-5.

Third-mile open.—A. A. Zimmerman, first; A. L. Banker, second; J. S. Johnson, third.

One-mile handicap.—G. A. Banker, 60 yards, first; A. L. Banker, 110 yards, second; W. A. Rhodes, 90 yards, third; Paul Nelson, 140 yards, fourth; F. A. Foell, 70 yards, fifth. Time, 2:34 1-5.

One-mile open.—G. A. Banker, first; A. A. Zimmerman, second; W. A. Rhodes, third; A. L. Banker, fourth; J. S. Johnson, fifth. Time, 2:57.

Two-mile handicap.—G. A. Banker, 120 yards, first; W. A. Rhodes, 180 yards, second; A. L. Banker, 220 yards, third; F. A. Foell, 140 yards, fourth. Time, 5:35.

Five-mile international.—A. A. Zimmerman, first; J. S. Johnson, second; W. A. Rhodes, third; F. A. Foell, fourth; G. A. Banker, fifth. Time, 15:07.

One-mile 2:30 class.—A. L. Banker, first; F. A. Foell, second; P. Nelson, third. Time, 3:06.

### Meintjes Sails Tomorrow.

L. S. Meintjes, after breaking most of our records, will shake the American dust from his feet tomorrow and will sail for England on the Campagnia. He will stop in the old country for a while to break English records.

### New York Will Have a Cycle Show.

The Madison Square Garden Co. have decided to hold a cycle show early this winter in New York City. Arrangements have not yet been definitely decided, but everything will be conducted on a large scale. As Philadelphia will also have her usual show, the cycle trade will have its hands full this winter.

### Collister Leaves America.

George Collister, of the Winton Bicycle Co., Cleveland, and ex-member of the Racing Board, sailed for England last Wednesday. Mr. Collister has gone on a pleasure trip and will stay across the pond for some time.

### Black Will Also Compete.

Sid Black will go to Rochester and attempt to enter the trick-riding contest arranged between Kaufmann and Barber. Now if Canary and Maltby would also have a try with their rivals, it would make a show worth going miles to see.

### PICK-UPS.

G. N. Adams, of Jacksonville, Fla., has lowered the southern mile record to 2:19 3-5. Menager lowered the half to 1:06.

A circuit is being arranged in central Ohio to take in Dayton, Springfield, Columbus, Chillicothe, and Cincinnati.

C. W. Titley won the deciding race for the Keats cup last Sunday. The cup was given to the Æolus C. C., Chicago, by Alderman Keats.

One hundred and eighty wheelmen participated in a century run between Newark, N. J., and Turner's, N. Y., and return last Sunday.

Samuel Gompers, the labor agitator, is a recent convert to cycling and says that in a few more years a man will be ashamed if he can not ride a bicycle.

A Chicago wheelwoman suggests through the columns of the daily press that all lady riders salute each other when passing. She says that at the present time they ride as if they had stiff necks.

LOST.—On Saturday, September 23, one Jordan terrier, black mane and tail; answers to the name of Georgie. Initials on collar, "G. N. J." A good cigar will be given for return to his sorrowing friends. D. B. CLUB.

C. A. Wescott won the ten-mile handicap track race of the Lake View C. C., at Ravenswood, Ill., last Saturday. He started from scratch in 28 minutes. C. Wassman, 3 minutes, was second, and E. A. Smith, 4 minutes, third.

A prize is offered by a distinguished sportsman, says an English paper, for the best bicycle for ladies. It is not to weigh more than ten pounds, and to be strong enough in all its qualifications for the use of a powerful and swift rider.

Tom Patterson, of Nebraska City, Neb., recently rode nine miles against a pair of trotting horses for a \$100 prize. The animals won in 26:31. Mr. Patterson must be a poor sort of a rider if he can not hold a three-minute pace.

The Mercury Cycling Club, of Milwaukee, has garnished the funds of the Telegram C. C. The former organization claims that it has not received any of its share of the receipts from the recent tournament held under the auspices of the two clubs.

The Chicago *Evening Post* had a well written article last Tuesday comparing Sanger with Zimmerman. The writer ably holds that not until the Milwaukeean has ridden in as many races as the champion and made as good a record can he be compared with the man from Manasquan. And he is about right.

C. T. Knisely, who made a record of 27:55 in the Illinois C. C. ten-mile road race, claims that the course over which Bainbridge rode was 500 feet shorter than the one he covered. He also claims that his friends caught the time many seconds slower than the official timers. Knisely says he is willing to race Bainbridge over the course.



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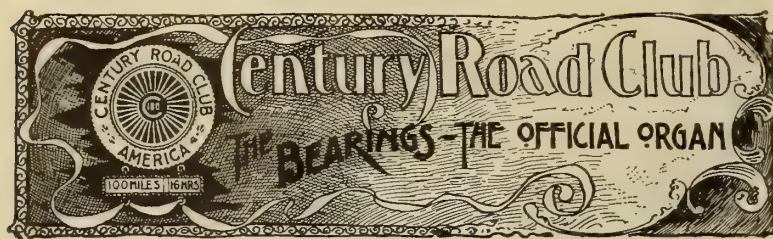
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SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 293 Wabash Ave., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

### Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 293 Wabash Ave., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 444, New York
ROAD RECORDS	R. D. Garden, 291 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

### State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Holm, 903 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Perrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, R. B. Whitehead, Westfield.
Delaware, S. W. Merrihew, Wilmington.	North California, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 602 F. St., Washington.	New York, C. Edward Wood, 202 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Illinois, R. C. Lennie, 287 Wabash Ave., Chicago.	Oregon, W. Newton, 333 Morrison St., Portland.
Indiana, Frank L. Rough, South Bend.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Iowa, J. A. Pallister, Ottumwa.	Rhode Island, C. W. Weld, Providence.
Kansas, H. E. Harris, Boston Bldg., Ft. Scott.	Tennessee, George C. Brodnax, 290 Main St., Memphis.
Kentucky, Orville W. Lawson, 617 W. Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edwd. Nelly, Parkersburg.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	Wisconsin, Frank Bolte, Milwaukee.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Michigan, W. E. Metzger, Detroit.	England, Maj. Knox Holmes, London.
Minnesota, Colie Bell, 703 Nicollet Ave., Minneapolis.	France, A. G. Roux, 54 Boule. Du Temple, Paris.

### President's Notice.

The following named gentlemen have been appointed State Centurions of the Century Road Club:

TEXAS.—John Trieller, 281 Elm St., Dallas, vice C. L. Reiersen, removed to Nebraska.

KANSAS.—Austin Hawley, Girard, Kan., vice H. E. Harris, removed to Minnesota.

KENTUCKY.—W. A. Rubey, 448 Main St., Louisville, vice O. W. Lawson, resigned.

MAINE.—Dr. Frank H. Moore, Calais.

Mr. O. W. Lawson, 716 Main street, Louisville, Kentucky, has been appointed traveling centurion.

On June 23 Mr. John Trieller's application was published and his address given as 556 S. Hope street, Los Angeles, Cal. This was a mistake, his proper address being 281 Elm street, Dallas, Tex.

WILLIAM A. SKINKLE, President.

## ST. PAUL'S BUDGET OF NEWS.

ST. PAUL, MINN., Sept. 25.—This city has had more excitement in cycling circles during the past week than it has for a long time. The withdrawal of a portion of the racing men from the St. P. C. C. caused a rumor that the club was dissolving. The club officers issued a notice through the local press denying the reports, and stating that it would not retire from the field; that it was all right as regards finances and membership, and that it was glad the retiring members were out of its ranks. There can be no denying the fact however, despite the club's assertion to the contrary, that the retirement of these "disturbers" will decidedly cripple the organization; the retiring members include B. Bird, the state champion, and four others, who, with two or three exceptions, were among the fastest men riding under the club's colors.

The club's membership, although comparatively large, comprised many who have of late taken little or no interest in the organization, and it is extremely doubtful whether there are over a dozen or fifteen who are active workers at the present time. This split, although small in itself, will either cause many of the remaining members to retire, or it will result in a general weeding out of all who are not staunch supporters, and the final building up of the organization.

The seceders have banded together as the Independent Wheelmen, and while they have not formed any regular club, are working together. The announcement has been made that a general Amateur Athletic Association is in process of formation, backed by some of the leading gentlemen of the city, whose object will be the encouragement of all amateur sports—wheeling and skating in particular—and this fact has decided the seceders to hold off for the present. The seceders held a series of races at Kittsondale on Saturday afternoon, but a chilling wind and low temperature, undoubtedly coupled with disgust at the mismanagement of the club races a week previous, resulted in a very slim attendance of spectators. The

racing was good, however, and the events were started within 10 minutes of the time set, and the intervals between races were short.

The bicycle ordinance has been a constant source of attack for some time past, and recently a very harsh measure passed one branch of the common council; but the wheelmen awoke with a bound, and succeeded in mustering more strength than has ever been shown before by them, with the result of killing the bill effectually when it came up for the final passage.

Two record-making local runs were made during the last few days. A. A. Hanson, of Minneapolis, rode a century—Minneapolis to Northfield and return—in 7:45:00, the best time over the course; and F. A. Reid, of St. Paul, cut the record for the run between St. Paul and White Bear Lake—about twelve miles—down to 36 minutes, aided by a stiff wind. The best record heretofore has been 39 minutes.

### The Texas Circuit.

Renewed interest in the Texas circuit is being taken and the Lone Star state will probably see all the fliers in contest in the month between Thanksgiving Day and Christmas. Eight cities will be included in the circuit and they will all put up diamonds for first, second, third, and fourth prizes. These cities have first-class horse tracks, which can be put into record-breaking shape. Good tracks will be guaranteed. The circuit will only be arranged after a guarantee to appear has been secured from a half-dozen good men. Texas people are proverbially great sportsmen and they will turn out by thousands to see the champions. Race meets today with the local cracks present pay handsome profits. Should this circuit be arranged, Houston will be the inaugural city, its meet being fixed for Thanksgiving Day. H. D. Spore, of Houston, Texas, the leading cycle dealer of that state, is interested in the project. He expects to arouse an enthusiasm in the sport in this way. While in Texas he will see that the men are royally entertained and special cars and traveling conveniences will be provided.

Foster, the champion of the Pacific coast, intimated while in the east that should Texas secure the fast men for December, California would probably arrange a circuit for February. California has many really fine cycle tracks.

### Schofield and Wheeler Matched.

NEW YORK, Sept. 23.—Schofield was caught in a pocket today in the mile open at the cash prize races, but this did not prevent him from giving Wheeler a hard rub at the finish. The Englishman was so hot at this treatment that he challenged Wheeler to ride him a series of races, best three out of five, at one mile, for \$1,000 a side. Wheeler at once accepted and the races will be run October 7. J. E. Starbuck, 100 yards, won the mile handicap. C. W. Price captured the two-mile handicap from eighty yards. Wheeler won the five-mile handicap in 12:58, Dorntge second, and Rich third. Kanaska walked away with the consolation race.

### Bode, Kennedy, and Levy Win.

PERU, IND., Sept. 21.—A slow track and a heavy wind made hard work for those who participated in the races. Bode won the quarter, the five-mile, the mile open, and the half-mile flying start. Kennedy won a mile open and the two-mile handicap, while Levy won the mile handicap and the 3:00 class.

### Effects of a 24-Hour Ride.

Washington (D. C.) cyclists have the 24-hour craze badly and it is liable to terminate fatally. Fister's recent 280 miles caused John C. Wood, of the Washington B. C., to attempt to make a better record. He started Saturday afternoon at 2 o'clock and when he had covered 230 miles in 21 hours was overcome by the heat and exertion; he became delirious and fell from his wheel. Wood is now in a critical condition.

### Races at Jacksonville, Ill.

Arrangements are almost completed for the races of the Lockwood Club, at Jacksonville, Ill., October 13. The prize list will not be so large as last year, yet the prospects for a good attendance of racing men are excellent. The Lockwood Club showed its visitors last year that it could manage a meet, and will further demonstrate that fact this year. Plenty of pretty girls will be in attendance. They are one of Jacksonville's important attractions. Nothing will be left undone to make all visiting wheelmen enjoy themselves. The track will be in perfect shape.

### Lehr Lowers His Record.

August Lehr, the German champion, rode on September 6, at Blamburg, 100 meters in 1:16 (world's record), and one mile in 2:05. Both were made from flying starts. Lehr now holds the flying mile record of Europe.

### Won by the Visitors.

CLARION, PA., Sept. 22.—The open races here today were won by riders from Warren. Muir, Hall, and Craft were the winners. The club championship was won by J. Feeley.

### Tyler on a Pot Hunt.

Harry Tyler took in the races at Glen Falls, N. Y., last Saturday, while the other cracks were at Philadelphia. He was fairly successful. F. A. Foell, of Buffalo, won the mile and two mile handicaps.

It is said that the N. Y. A. C. is negotiating for the magnificent home of the defunct Manhattan A. C.





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

#### RECOGNIZES THE VALUE OF GOOD ADVERTISING.

*The Bearings Publishing Co.: . . . . . We are fully aware of "The Bearings" as an advertising medium for anything connected with the cycling trade. We have had as many inquiries mentioning "The Bearings" as from any other publication we have been in, and think perhaps more.*

*Grant Anti-Friction Ball Co.  
Fitchburg, Mass., Sept. 25. John J. Grant, Pres. and Genl. Mgr.*

#### ARE READY FOR THE TEST.

The St. Louis Refrigerator & Wooden Gutter Co. have completed arrangements for the test with E. C. Stearns & Co. and name the following terms:

MESSRS. E. C. STEARNS & CO., Syracuse, N. Y.

*Gentlemen:* We were gratified to receive your favor of September 1 and to note that you had forwarded your check to the Wheelman Co. As of course the only tests which can in any way clearly demonstrate the difference between the frame are those which can be measured and the results accurately determined, we propose a thorough and comprehensive series of scientific tests at the Washington University, St. Louis, Mo., and to the end that they may be made by men whose ability and integrity may be beyond question, we have pleasure in naming as our judges Messrs. Edward Flad, C. E., member of the American Society of Civil Engineers and the American Society of Mechanical Engineers, 118 Laclede Building, City, and Robt. Moore, C. E., member of the Institution Civil Engineers, director of the American Society Civil Engineers, late chief engineer of the St. Louis Merchants Bridge, Terminal Railway.

If you will give us the names of your two judges and also put them in communication with the above gentlemen, with instructions to proceed to the selection of the fifth judge and arrangements for an early test, we shall be obliged.

We have in our correspondence made a proposition to you that the loser of this test shall pay all expenses for the test. This point you have ignored and before proceeding further we shall be glad to have your specific agreement to pay all these expenses in case you are declared the loser. We, of course, voluntarily made the same agreement.

As a matter of interest to you and to expedite arrangements, we can inform you that about fifteen or more frames will be required for the tests and we may add (what you are very likely aware of, however) that as we have so far made only regular road machines, we shall come to the competition with frames of this class and shall expect to meet the frames of your regular roadster. Yours truly,

ST. LOUIS, MO., Sept. 26. ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.  
per L. W. Conkling, Manager.

#### Wooden Rims.

In these days when lightness is most desired, the manufacturer gladly seizes anything that will take off a pound or two from his wheel. Hence the great demand for wooden rims, and very few racing wheels are seen nowadays that are not fitted with these rims. Sanger brought them into prominence on his European trip and they have continued to be popular ever since. The Bicycle Wood Rim Co., of Kingsland, N. J., were among the first to make them, and they now have a very good trade. The rim made by them is in one piece, with an ingenious lap-joint made with waterproof cement and wrapped with strong linen fabric. The makers are so confident of the strength of the joint that the valve-stem of the tire is put right through at the joint, as they claim it is the strongest part of the rim. These rims are made of any diameter or width, and list at \$4 per set. Among the makers using them are McKee & Harrington, Sercombe-Bolte Mfg. Co., Remington Arms Co., Winton Bicycle Co., and the Crawford Bicycle Co.

#### Solid Comfort Saddles.

Solid Comfort saddles seem to be gaining ground very rapidly, and the success of the Bretz & Curtis Mfg. Co. during the past season has been remarkable. They are offering for their 1894 trade eight styles of saddles weighing from nine ounces to twenty-eight ounces, and certainly should fill any demand for the market. The Bretz & Curtis Mfg. Co. have been slow to make a racing saddle, but they are offering three styles for 1894—a men's standard racer with a steel frame with leather top and special patent clamp; a boys' racing saddle, with detailed construction as perfect as the men's (weight nine ounces), and the new steel racing saddle, entirely new and novel. The latter is a perfectly designed seat, and for track work should prove a great success. As there can be no slack or sagging or stretching, one can see at a glance the great advantage of such a saddle. The other patterns include the men's and boys' scorchers and semi-racers, and the new

ladies' saddle. Manufacturers will be visited by Mr. Perrett during the next few weeks. He will be pleased to exhibit his entire line and point out the respective merits of the 1894 line of Solid Comfort saddles.

#### Aluminum in Bicycles.

The Eagle Bicycle Mfg. Co., of Torrington, Conn., make a specialty of light-weight road bicycles, in which aluminum is used in the rims. The rims are referred to as being made under special process, and as not only standing a vast amount of rough usage on the road by strong riders, but as being superior to hollow or crescent steel rims, says the *Iron Age*. In case of a collision or indentation of the rim, it is stated that the aluminum is easily brought back into place, ridable as before, thus avoiding the necessity of new rims, as with the ordinary wheel under the same circumstances. The manufacturers make the point that the rim of reduced weight—the revolving portion of a bicycle, and at a point so far distant from the axis—produces lightness of running in a bicycle to a greater extent than several times that amount reduced from frame or handle-bar parts. As a result of this construction it is claimed that less propelling power is required, and a quick increase of speed can be obtained by a rider, with less muscular exertion. This company have also experimented with complete aluminum frames, but they advise us that they are not ready to supersede their ordinary steel tube frame with cast aluminum, though their experiments have proven fairly successful.

#### Not to Fool the Wind.

Ned Oliver used to wear a luxuriant crop of whiskers, of which he was very proud. Some time ago he had all but a mustache and imperial shaved off. It was about the time that his wife presented him with a daughter. Now it is not strange that none of Ned's friends should connect the shaving off of his whiskers and the addition to his family, but there was a connection, as we will proceed to show. Shortly after the advent of Miss Oliver into this vale of tears there arose a dispute as to whom she resembled. Ned maintained that she looked like him; his wife disputed his claim, and there was trouble in the family. Finally, to decide the question, Ned had his whiskers removed and that is why we now see him parading over the country adorned only by a mustache and imperial.

#### A Cincinnati Firm Incorporated.

The firm of Frank T. Miles & Co. has recently incorporated, under the laws of the state of Ohio, in the name of The Frank T. Miles Co., with a capital stock of \$15,000. The new corporation will succeed Frank T. Miles & Co., who have done a first-class business in bicycles, etc., for some years past; also Theo. Miles' Sons, representatives of the Detroit Emery Wheel Co., in the Ohio Valley and vicinity. The officers of the new company are Frank T. Miles, president; Geo. S. See, vice-president; Fred M. Hills, secretary and treasurer. Business will be continued at the old location, 136 West Seventh street.

#### Preston-Davies Tire in America.

The P.-D.—which, being interpreted, means the Preston-Davies—is a tire of great renown in England. It is so sound an article that we have heard it recommended by several makers as the tandem tire par excellence—the tire which can best stand any heavy strain. Those who have seen it here are convinced that for "life" it has no equal, while though stronger than most others it is lighter. Nothing could be better suited to the American market, and we are glad therefore to hear that Mr. I. R. Nisbet, who has been showing the tire around, has made arrangements to have it pushed here. In a week or two samples will be before the leading makers and dealers in this country, and we will be astonished if they do not hitch on to it right away.

#### Cyclometer Market Good.

J. Harry Bowen, of the Hilliard Cyclometer Co., has just returned from an extensive western trip. He has had a very good demand for his goods. Over 10,000 cyclometers have been sold this year by the Hilliard Co. and notwithstanding the dullness of the trade they are still making large shipments. Manager Wiese is preparing for a southern trip.

#### Have a New Chain Adjustment.

The Relay Mfg. Co., of Reading, Pa., have already made one of their '94 machines. It is a great improvement over this year's wheel, and Supt. Ziegler has embodied several new ideas in next year's Relay. The chain adjustment is abolished and the rear wheel can be taken off without removing the chain from the sprocket, by loosening the bolts on both sides and slipping the chain off. Several new colors in enamel will be used.

#### Working on '94 Patterns.

W. H. Wilhelm & Co., Reading, Pa., have had a very prosperous season and are now working on their '94 models. Wooden rims will be used almost exclusively. The '94 machines will be made in four styles. A large addition to the plant is about to be built.

Jno. B. Elliott, father of the celebrated Elliott family, is in Chicago on a visit. He has commissioned Hoyle, the repair man, to build two more trick machines for the family. Mr. Hoyle has just finished a trick wheel for the Gillett family.



## A GOOD ARGUMENT.

### "Bolav" Shows How Foolish it is to Compare Bicycles and Sewing Machines.

But before every household—"fathers, mothers, sons, daughters, and children"—take to it, the bicycle will have to come down in price. It is apparent that there is far less mechanism, far less material, human invention, and fine workmanship involved in the construction of a bicycle than in the construction of a sewing machine; and yet a first-class bicycle costs as much as three or four first-class sewing machines.—*Minneapolis Tribune*.

Just listen once to the words of wisdom. A first-class bicycle costs as much as three or four first-class sewing machines, does it? Better go down town and price a few of each, my friend. A first-class sewing machine will cost anywhere from \$45 to \$200; I saw one the other day which was listed at \$275 and I believe that the average price of really first-class machines will reach \$55. Well and good! At the highest possible price for a bicycle it would take less than three sewing machines to make an even trade. Now, I was once interested in a sewing-machine plant where a first-class machine was and is still made. The complete iron work of the machine cost, when ready for work, \$6.48; I have in my possession the original figures from our inventory. The woodwork cost at that time, in solid walnut, a little less than \$9, and the belt and tools 67 1/2 cents. There you are, \$16.16 actual cost. The tires on a first-class bicycle cost, in thousand-pair lots, about \$1 more than the whole sewing machine, and I will venture to say that the bearings in any first-class machine will cost as much as a sewing machine and a half to make.

"It is apparent that there is far less material and mechanism in a bicycle than in a sewing machine," is it? I wonder if the above writer has ever noticed that there is a great deal less material in a \$500 watch than there is in an 85-cent clock. Cast-iron don't cost much, and the bulk of the material in the sewing machine is cast-iron; in fact, in most of them it is *all* cast-iron, the finer parts being *malleable*. The wooden part of the machine depends, in the matter of cost, entirely on the kind of wood and the amount of work put upon it, and it is the *wooden* part of the machine that *costs*; the mechanical parts are almost identically the same in all grades. The bicycle maker who would use malleable iron or gaspipe would not call his machine first-class. Why it is that these two classes of machinery have been so often compared I do not understand, for they are no more alike in point of cost or construction than are a Corliss engine and a farm wind-mill.

It will be a god-send to the trade to have the retail price go down where it belongs; and anent the sewing-machine paragraph, I must say that I heartily agree with the writer when he says that every one will not buy until the price is lowered. But there is a limit. In the first place, good bicycles cost a great deal more money to build, in actual dollars and cents, than the public is willing to believe. Then again the cost of a good cycle plant is no small matter, and the absolute guarantee which is demanded by buyers is a source of a deal of expense, much of which is absolutely unfair to the maker. The cost of selling is also great, and the percentage of loss is more than a hundred fold greater than in the sale of sewing machines, pianos, organs, or household furniture, the principal reason being the instability of the bicycle in the matter of possession. A sewing machine or piano is nine times out of ten sold to a family; it is bulky, unwieldy, and not easy to move or hide; a bicycle can be ridden around the corner and *lost* forever. The sewing machine or the piano is a thing which endures for years, while the very use of a bicycle shows its liability to destruction or injury in the hands of careless or malicious persons. A first-class roadster, fully warranted, should cost between \$120 and \$135, and if proper business sense is used by maker and dealer a thoroughly satisfactory machine can be made and sold for even the lesser sum; but there will have to be a mighty change in the existing order of things. The jobber will have to step down and out, the dealer will have to get larger payments, the maker will have to do less advertising and restrict his operations to a smaller compass; more cash and less wind will have to be used in the trade and better bicycles and smaller discounts given. The "push" and la-de-dah element must be done away with, trade jealousies forgotten, and systematically organized work performed, or 1894 will prove a worse Waterloo than 1893.

The winter draweth on apace; already the leaves are turning, and the wind has a sorrowful wail when it turns the corner of the house and goes soughing down the alley. Coal is high and work is scarce. God help the man who labors with his hands this wintertide! Strange it seems to a man up a tree that our government should stand passively by and see the country go to wreck. It is useless to discuss politics now the evil has been done. Now, can it be, with the evidence before them, that the men the people sent to represent them should so juggle with the laws that we, the people, must starve, while they draw fat salaries and roll in clover, so to speak? I hear that even now the secretary of the treasury is holding a bill already passed, waiting only his signature, for taking the duty entirely off bicycles, it being claimed that the McKinley bill never really protected the cycle trade a single cent's worth. Think of it, ye good capitalists and ye good workmen who have spent your wealth, your labor, and your brains that a great industry might spring up. How like you to have to compete with pauper labor through the caprice of a treasury official?

The one thing of absorbing interest now before maker and dealer alike, is, "What shall be the price and what the discount in '94?" The unfortunate cut in prices made by the Warwick Co. in the middle of the season is bearing bitter fruit. Among those thoroughly acquainted with the business, the whole matter was taken for what it was worth—namely, a wild effort of a financially embarrassed manufacturing company to save itself even at a

crifices of honor and reputation; but the cut was blazoned over the country by the press, and the great public were made to believe that the long looked for tumble in prices had come, that the monopoly was broken in minute pieces and the exorbitant prices of bicycles reduced at last to a proper level. Now, how shall we disabuse the public mind of this enormous error? There is one way. Let the makers hurry out their catalogues and name their prices and let a uniform discount be made by all. What say you?

BOLAV.

### How the Daily Press Regard Racing Teams.

It may not be known that most of the prominent manufacturers of bicycles have, as a part of their advertising, a corps of racing men whom they send around the circuit to push their wheels to the front in all races, says the *Baltimore News*. Then they insert in their advertisements all through the season how many firsts, seconds, and thirds have been won on their special machines. Nearly all the prominent racing men are in the control of these companies, and in charge of one man, who is sent around as commander in chief of the party. An expert trainer accompanies the men, who grooms them after exercise and keeps their racing wheels properly adjusted and in order. The cycles in use by the party, and extra ones for emergencies and accidents, are carried round in huge trunks, upholstered and filled out in the finest style. The men are cared for as carefully as Nancy Hanks and kept as keenly on edge by systematic training. The teams work together as far as pacemaking and maneuvering are concerned, but all are left free for the spurt at the finish, as the prizes are given to the winners. In this way the racing teams of the manufacturers have an advantage over the racer who is for himself alone; but sometimes the unit, by good headwork and speed in addition, beats out the whole combination, as did the local racer, Jack White, in the two-mile handicap last Thursday.

One of the largest manufacturers in the business has engaged Sanger for next year, and even in Baltimore he received the care of Asa Windle, who is one of the most prominent managers in the country. Taylor, Bliss, Dirnberger, and Githens all race for one firm, and the manufacturer was on the grand stand in Baltimore on Thursday to see how his corps managed things. Under the proprietary eye, even Githens, who is entitled to a considerable start over Bliss, entered a handicap race on scratch in Baltimore because he had forgotten or omitted to mark on the entry blank that race as one in which he wished to contest. He showed his employer that he could run a plucky race even if not placed at the finish. Bald and Riverside Smith are cared for by the same manufacturer who has engaged Sanger. Zimmerman is a stockholder in the company that manufactures the wheel he rides, and that is the reason they would not let him run in the English championships at Herne Hill, which Sanger won last spring. All this is really for the best interest of bicycle racing, for it is evident that when a racer is enabled to give his whole time to it and make it a profession, he can develop more speed and skill than the one who is in another business that he must attend to to gain a livelihood and who can only devote a limited time, and then under poor facilities, to training and racing.

### Here's Ignorance for You.

Bicycle riders should remember that at present a bicycle is not known to the law and has no rights under the law. A bicycle rider has no right of way anywhere on street, pavement, or road; in town or country. So a bicycle rider must pay any and all damage he causes, as the law in every state now is, whether he is guilty of negligence or not. He may ring his bell or blow his whistle or carry his lamp shining ever so brightly. That doesn't help him any. If any person does not choose to yield place on pavement, street, or highway to a bicycle, that is that person's right; and if any damage is done, the bicycle rider must pay for it. Many bicycle riders may not know this and so find themselves suddenly involved in damages that they may be troubled by. Talking to an attorney about this subject, he tells us that the courts are making a good deal of judge-law about bicycles. They generally now treat them as vehicles and with a right upon the streets or highways but not upon sidewalks or pedestrian ways. Some cities are by ordinance forbidding bicycles on sidewalks. The city of Keokuk has an ordinance making it a misdemeanor to ride a bicycle on a sidewalk.

Thus says a writer on the *Gate City*, of Keokuk, Iowa, who grinds out editorials at so much per ed. It is seldom that one runs across such a remarkable specimen of the ignoramus as this. According to him a bicycle rider has no rights at all and is not recognized in the courts. The lawyer whom he quotes must be a poor shyster not to know that the bicycle is recognized as a vehicle in every state in the union. If you do not think that wheelmen have no redress, our rural friend, just run one of them down on the road some time. If he has any spunk he will make you pay dearly for your fun.

W. D. Womack's stock of wheels was sold at auction at Kansas City, Mo., last week. Nine machines were sold, sixteen having been replevined since the sheriff took charge.

THE BEARINGS is in receipt of a handsome gold souvenir of the Fenton. Large numbers of nickel-plated souvenirs have been given away at the Fair.

Zucker & Levett have closed their Chicago store and all communications hereafter should be addressed to 10-12-14 Grand street, New York.

The Eclipse Bicycle Mfg. Co., it is said, will put a new tire on the market next year that will be a wonder.

The Yost Mfg. Co., Toledo, will run their factory on full time next week.



# We've Hit the Bull's Eye

...Listen to the Bell Ring!



You poor, unfortunate, misguided employers  
of "pedal-pushers," here's some

## "Balm in Gilead."

Compare our victories with others  
—remembering we only made  
1,400 FOWLERS this year.

Don't you think the  
FOWLER  
qualifies for the finals?

## Results on the FOWLER



They have such "winning  
ways."

PLACE.	FIRSTS.	SECONDS.	THIRDS.
Bay City, Mich.....	8.....	3.....	3
Peru, Ind.....	6.....	1.....	
Farmington, Ill.....	4.....	3.....	
Grand Rapids, Mich..	3.....	3.....	2
Jacksonville, Fla....	1.....	2.....	2
Canton, Ill.....	1.....	2.....	3
Chicago A. A. U.....	1.....	1.....	2
Cortland, N. Y.....	1.....	1.....	1
Springfield, Ohio....	1.....		2
Syracuse, N. Y.....	1.....		1
Kansas City, Mo.....	1.....	3.....	1
Columbus, Ohio.....		1.....	1
TOTAL.....	28.....	20.....	18—66

ROAD RACES.	1ST TIME.	PRIZES.
Chicago, Minnette Club..	1.....	2
Chicago, Plzen.....	1.....	3
Chicago, Union.....	1.....	2
Chicago, Columbia.....		4
TOTAL.....	3.....	11

## Grand Total:

(Since last we said---SEPTEMBER 15, '93)

Track 66, Road 11=

**77.**

## Watch Our Greyhound Back

And if you don't get some facts it won't be because the Fowler tool-steel, dust-proof bearings are  
not the easiest running and absolutely the finest ever put in a bicycle.

### EVERY AGENT

Who handled  
the Fowler this year made  
money on it. "Stood  
up." See!

DO YOU WANT TO  
MAKE MONEY?

## Hill Cycle Mfg. Co.

142-146 W. Washington Street,

...CHICAGO...

### TO SOME MANUFACTURERS

Who claim so  
much about wins on your  
wheels: Produce—  
minus  
the "HIRED MEN."



# BE PATIENT!



We have just completed arrangements with a leading rubber house who will in a week or two satisfy the hundreds of interested makers and agents as to the unparalleled reliability of the

## Preston = Davies Tire

As for speed—The Bath-and-Back Record, by C. G. Wridgway, is our most recent conquest. The previous record over these 212 miles was reduced by about 54 minutes.

### IT IS COMING

And because of its stability and life and its easily detachable qualities, it will become the most popular

### TIRE FOR AMERICAN RIDERS.



## Preston-Davies Tire & Valve Co. Ltd.

LONDON and COVENTRY.

MENTION THE BEARINGS



## SEAT-POSTS AND HANDLE-BARS.

At the present moment, when manufacturers are overhauling their patterns and considering the details of their machines for the ensuing season, it will not be out of place to draw attention to a matter to which we think consideration should be given, says *The Cyclist*, of England. The subject is by no means a new one to us, and to a certain extent it is only repeating what we have said before; but now is the time when makers can give best attention to the matter, and also we think that the time, so far as public feeling is concerned, is more favorable. We have been glad indeed to note that the absurd extreme to which manufacturers generally went some three years since in the way of carrying the saddle back, has latterly been going out of favor, and makers, at any rate of the better class wheels, have in many instances come back to a much more rational position. As we have before said, the damage to cycling in the eyes of the respectable public, caused by the ugly and ungainly attitudes into which riders are forced when riding machines built as too many are built at the present day, is incalculable, to say nothing of the physical evils which the bent back introduces. Do makers think that they are justified in compelling the purchasers of their machines to adopt an attitude which the highest medical authorities in the land denounce as injurious to health and damaging to the physique of the nation? We think not.

But more than this, there is no necessity for it. It may be said that the riders themselves prefer this attitude, but we venture to dispute the assertion. It is true that racing men adopt for speed contests a backward position, and this is correct; but the everyday rider, who does not affect speed at all times, is not only not suited by a backward position, but does not require it, and would prefer a more rational attitude were he able to attain it. Large numbers of machines are purchased by novices who simply take the machines as sold to them, and these men are forced into an attitude unnatural and injurious. In the old days of the "Referee" type of frame, and others with vertical tops to their central tubes, it was a comparatively easy matter for a rider to obtain any position he required, as with a right angle L pillar he could place his saddle forward or back of the seat socket by the simple expedient of reversing the L pillar. But the sloping cross tube of the frame nowadays completely prevents this; and the object of our present article is to urge upon manufacturers to adopt for the coming season the simple expedient of running the horizontal arm of the L pillar through to the front, and allow it to project a couple or three inches upon that side, thus giving the rider the opportunity to place his saddle forward of the pillar if he wishes, and not compelling him to use it at the back. The weight of this is but a trifle, probably an ounce, and it is not in any way unsightly, being tucked away entirely underneath the saddle; while if any

rider objects to the projecting end, all he has to do is to cut off the one he is not using. At present a new seat-pillar is requisite, with perhaps weeks of waiting, and all sorts of excuses from the manufacturer, who does not like the bother of making a special one. In saying this, we speak from experience, having had to require special seat-pillars on four or five occasions this year before we could reasonably give a trial to machines which had been sent us for that purpose. In other words, we ask the makers whether it is in their interest, and in the interest of cycling generally, that a man should be compelled to place himself in an ugly, uncomfortable, and ungainly position against his will?

Our suggestion is that this fitting should be made a rule, with all full roadsters at any rate. Racing machines and semi-racers for scorching purposes will naturally be sold to men who only desire to ride fast always, and will prefer a somewhat more backward position than others; but a full roadster above everything should have ample adjustment in this direction. While on this subject we would urge makers to send out their seat-pillars and handle-stems and brake-connections three inches longer than the majority of makers now do. It is extremely exasperating for a man to purchase a machine and then, before he can ride it, to have to send to the makers for another handle-bar and seat-pillar, and then, perhaps, to find, when he has got them, his brake connections are too short. Our makers, generally, appear to build machines for little men, and in our own case, although not beyond the height of a large number of Englishmen, we have in three cases out of four this year been obliged to get longer pillars and handle-bars supplied before we have been able to ride machines sent us for trial. A large number of riders much shorter than ourselves must, with the present average length of these fittings, find themselves riding with the stems only held in the sockets about an inch, which is, to say the least of it, extremely dangerous, and the extra length will not at all be thrown away in rendering these portions of the machines stronger and stiffer. There is no more work, so why spoil the ship then for a halfpennysworth of tar. Surely the English race are not a race of pigmies, that they should be catered for in this manner. In particular, we would urge greater length in the handle-bar stem, because it is the lowness of the handles that in many cases compels the stoop. We think we have plainly shown the need for attention to these details, and we do most seriously ask the trade generally to give the matter their most careful attention at the present juncture, when getting out their designs for '94.

### Lenz Is in India.

The last news of Lenz, the American cyclist making a tour of the world, was from Rangoon, India. He left there for Calcutta on September 13.

# "Imperial" Model F

REGISTERED TRADE MARK



The wheel of the day. The most popular wheel. The wheel which, in proportion to the time it has been on the market, holds more records than any other made. The typical western wheel. The wheel you should ride.

Retail by  
**SIEG,**  
275 Wabash Avenue.

SEND FOR CATALOGUE.

**AMES & FROST CO. Makers,**  
302 WABASH AVENUE, CHICAGO.



**Recent Patents.**

504,338.—Gear casing; William H. Forbes and George B. Shepley, Brooklyn, N. Y.; filed November 23, 1892.

504,340.—Vehicle wheel; John E. Frist, Baltimore, Md.; filed October 31, 1892.

504,413.—Wheel for cycles; Alfred C. Brown, London, England; filed February 9, 1893; patented in England, September 26, 1890.

504,440.—Vehicle wheel; Harry Moore, Wellingborough, England; filed March 15, 1892; patented in England, August 17, 1891.

504,468.—Pneumatic tire; Douglas Dobbins and Richard McKenney, Franklin, Ind., assignors of two-thirds to John C. McNutt, Thomas J. Coyle, and William B. Jennings, same place, and Thomas Taggart, Indianapolis, Ind.; filed December 31, 1892.

504,486.—Sprocket wheel; Victor Belanger, Boston, assignor of one-half to Josiah Quincy, Quincy, Mass.; filed April 20, 1893.

504,494.—Drive-chain, William H. Hart, New Britain, Conn., assignor to the Stanley Works, same place; filed May 2, 1892.

504,573.—Vehicle wheel; John E. Frist, Baltimore, Md.; filed December 7, 1892.

504,625.—Ice-velocipede; Jones Schmid, Mill Creek, Pa.; filed March 3, 1893.

504,633.—Bicycle; Oland W. Squires, New York, N. Y.; filed March 23, 1893.

504,685.—Wheeled vehicle; Robert Steel, Philadelphia, Pa., assignor to William J. Moore, same place; filed September 9, 1892.

Trade-marks, 23,594.—Bicycles, tricycles, and velocipedes; the Stover Bicycle Mfg. Co., Freeport, Ill.; filed August 7, 1893; essential feature, the representation of a phoenix and the word "Phoenix."

A Kalamazoo baby seat on one of the ladies' Unions on exhibition at the Fair attracts a good deal of attention. A lady asked "Pop" Field if the price of the seat included the bicycle. Collapse of "Pop."

Mr. McKee, of McKee & Harrington, makers of the Lyndhurst, called at THE BEARINGS office last Saturday. Mr. McKee is here taking in the Fair.

# ...PERSONAL...

If you want to buy

## High-Grade Bicycles

Cheaper than you ever have before, drop a line today to us for our

### SPOT CASH PRICES.

Everybody can ride now. Dealers can have their eyes opened

## CHAS. H. SEIG MFG. CO.,

275 Wabash Ave., CHICAGO.

MENTION THE BEARINGS

### THE "PERFECT" POCKET OILER—(IMPROVED PATTERN)

Is the result of evolution. It is the outcome of five years' experience in making oilers, and is today the tightest and cleanest oil can in the world. Does not leak. Regulates the supply of oil to a nicety. Look out for imitations.



Price 25c. each, handsomely nickeled.

CUSHMAN & DENISON,

172 Ninth Avenue, New York

One-Half Actual Size.

Pump Holders.

Oiler Holders.



We make a small size holder to carry the above oiler on your wheel. Also a larger size holder to carry your pneumatic pump. Easily attached to any wheel.

Price 25 cents each. Handsomely nickeled.

CUSHMAN & DENISON,

172 Ninth Ave., N. Y.

THIS IS THE

# Lu=Mi=Num

The Strongest Bicycle in the World

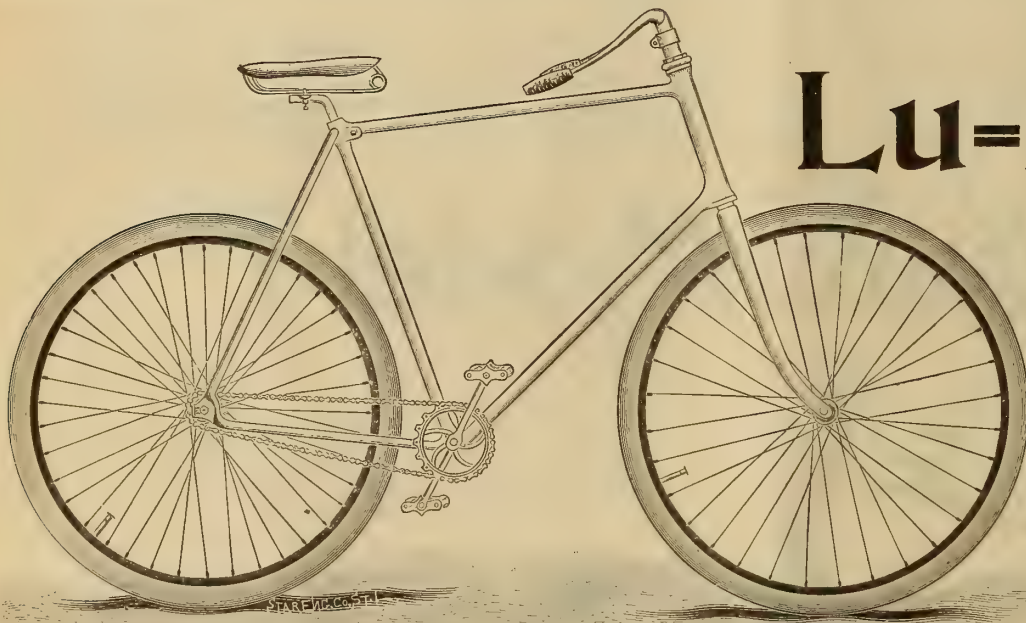
Backed by the broadest, strongest, most liberal, and business like guarantee ever offered. Send for catalog. Shipments commence soon.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

Incorporated 1873. .... Capital \$500,000.

"We Keep Our Promises."



MENTION THE BEARINGS

## GREAT BUSINESS SAGACITY

Is displayed in placing money where it will bring speedy and profitable returns.

A wheel that has been made and used for a quarter of a century and has no failures to excuse, no disappointed customers, and commands the highest cash price is the one to invest your money in.

Our 25-Pound Road Racers are WARRANTED to carry 200 pounds.

You never saw one bend or break by fair treatment. They are the Best on Earth.

## JAMES CYCLE IMPORTING CO.,

250-252 WABASH AVE., CHICAGO.



MENTION THE BEARINGS



# Another Record Downed

Send for  
 Catalogue

...THE...  
**UNION**  
**...P. D. Q...**  
 GOES LIKE TIME  
 Time Flies!

The Union broke the  
**Two-Mile World's Record**

At Springfield, September 28th,  
 bringing it to 4:15 3-5, a reduction of

**NINE SECONDS.**

Think of it—Nine seconds at one fell swoop.

.....

UNIONS won the mile international (open) at  
 Scranton, Sept. 25th, and the \$600 piano. Also the  
 half-mile (open) diamond event.

UNIONS  
 ARE  
 BUILT  
 TO  
 WIN.

**UNION CYCLE MFG. CO.**

Branches:  
 Boston, Springfield, Philadelphia,  
 Chicago.

Highlandville, Mass.

MENTION  
 THE BEARINGS



MAKE THIS FALL SEASON  
**The Biggest in the History of your Business**



YOU CAN DO IT WITH THE  
**STERLING**

The fall months are the best of the twelve for riding. There ought to be a good many in your vicinity who should be mounted on the wheel of wheels. Let us tell you how to win them, **this year.**

**Stokes Mfg. Co.**

General Office and Salesrooms: 293 WABASH AVE.

Factory:  
236-240 Carroll Ave., Chicago

.....**Chicago**.....

DENVER  
MILWAUKEE





Overman Wheel Co.

Boston. Washington. Denver. San Francisco.



# WHAT SHALL WE SELL IN

# 1894?

If you will read the following testimonials carefully, we think you will be convinced that it will pay you to investigate further:

INDIANA BICYCLE Co., City.

GENTLEMEN:

We have, as you know, sold almost three hundred of your Waverley machines at retail this season, and it gives us pleasure to assure you of our great appreciation of the good qualities and stability of the wheel.

The Waverley is beyond any question the best machine on the market for the money, and really it has given us less trouble than any machine we ever sold at any price.

It is light-weight, easy-running, and the most symmetrical-looking machine offered in any grade this season; indeed, it would be hard to say too much for it. We shall sell five hundred of them next year. It is a pleasure to handle them because they sell so easily and never come back for repairs.

Believe us,

Yours very truly,

HAY & WILLITS.

INDIANAPOLIS, Sept. 25th, 1893.

INDIANA BICYCLE Co.,

Indianapolis, Ind.

GENTLEMEN:

Please express two more Waverley Scorchers at once. The Waverley has been the most popular wheel on our floor this year, and we only regret that we did not get them earlier in the season. You can count on us for your agency in 1894 and we will sell hundreds of them. It is the most attractive-looking wheel, the easiest-running and best-selling machine we ever saw at any price.

Yours very truly,

NEBRASKA CYCLE CO.

P. S.—Thanks for your prompt attention for repairing the machine that was run over. We had expected to pay for the repairs. The owner is delighted and can't say enough for the Waverley and your company.

LINCOLN, NEB., Sept. 15th, 1893.

INDIANA BICYCLE Co., Indianapolis, Ind.

GENTLEMEN:

In closing our bicycle business this season, we do so without a Waverley to carry over, and we wish to express our appreciation of true merit in your wheel. Of all the Waverleys we sold, we only had one break that was due to a flaw in material. We have not had one half the trouble with Waverleys we sold that we have with the \$150.00 wheels put out, and that in the face of the fact that we had two Waverley riders to one of the \$150.00 riders. We did not pick the men to whom we sold Waverleys. Sold to riders all the way from 200 pounds down, and the wheels carried the heavy riders just as well as the light. We can suggest no changes that could make your wheel any stronger, as our experience shows it to be all right now.

Yours truly,

COLE & COLE.

COUNCIL BLUFFS, IOWA, Sept. 27th, 1893.

# THE WAVERLEY

Has met with an unprecedented success, and has been the most "TALKED OF" machine on the market this year. From every quarter we receive letters of a congratulatory nature from appreciative dealers and riders.

If you want to be in it next year you had better make arrangements with us

## NOW!

# INDIANA BICYCLE CO

INDIANAPOLIS, IND., U. S. A.

MENTION THE BEARINGS



# We Hold Not a Few TRACK RECORDS.

Such performances upon A TRACK are not indicative of SUPERIORITY of CONSTRUCTION  
or STABILITY of USAGE.

## MANUFACTURERS, DEALERS, AND RIDERS

Are seeking for a Tire that successfully withstands the severe tests of LONG HARD rides over EXECRABLE roads.

# THE M. & W. PATENT PNEUMATIC TIRE

Is EMPHATICALLY, UNQUALIFIEDLY, and WITHOUT RESERVE

THE TIRE THAT IS THE MOST SERVICEABLE OF THE TIMES.

BELOW IS PROOF:

1893						
Bert Harding L. D. Munger Chas. Kindervatter C. A. Urban	May 20	Forest Park Road Race	17½ Miles	57:40 57:10 57:11 40:02	Imperial Arrow King of Scorchers Raleigh	Morgan & Wright Racing Tires Roads heavy—full of holes from recent rains.
Otto Neuman	May 30	12-Mile Handicap Road Race, Wab. C. C., Terre Haute, Ind.	12 Miles	1:12½ 2:43 3:32½ 1:10 30:21	Sterling Special King of Scorchers King of Scorchers	State Records. Ridden from scratch. Michigan State Records. Ridden from scratch. Best time ever made west of the Mississippi River; course all hills.
E. C. Johnson Chas. Kindervatter	May 30	Winona, Minn.	½ Mile 1 Mile ½ Mile ½ Mile	55:44 55:17 55:48 16:41½	24-lb. March, wood rims Fowler 22-lb. James Arrow	Morgan & Wright Racing Tires. Casse is a youth of 14 years, his time is State Record.
M. Nelson Martin Nessel G. L. Emerson P. Casse	May 30	Pullman Race	17½ Miles	13:05:50	Sterling Special	Morgan & Wright Road Tires. Won \$750 piano from 158 starters. Strong head wind.
H. R. Renshaw	May 30	Pelican City Club Road Race, New Orleans	5½ Miles	16:40	Birmingham Scorchers Sunol	Morgan & Wright Tires. Morgan & Wright Tires. Morgan & Wright Racing Tires. Not even a puncture.
M. A. Hickman C. E. Tudor H. H. Wylie	June 13 June 16 June 27	Denver Road Race	25 Miles	10 days 4 hrs. 39 min.	Sterling Special	Morgan & Wright Tires. Ulbricht's time is best record for course by 1:56. Breaking the competition record for this distance. Second best time.
Emil Ulbricht A. L. Leonhardt John Clark Frank Waller J. F. Reitzner E. M. Spike H. H. Wylie G. Meirstein	July 4 July 4 July 4 July 4 July 4 July 4 July 15	Alabama State Championship Hanauer Road Race. New York to Chicago	5 Miles 1.028 Miles	46:54 48:31 49:01 7:31 47:41 49:40 6:20:30 8 days 9 hrs.	Special Stephens Special Arrow James Eagle-Altair Sterling Special Sterling Special	"Same old Racing Tires." Meirstein is a youth of 15. Morgan & Wright Racing Tires. Breaking record for distance. Breaking all road records from 15 to 25 miles. Did not even pump tires up the entire distance. "Double century; no trouble, of course." Ulbricht broke 50-mile record in this event. American Road Record. Equaling American Record. Won from scratch, time and 1st place. Won from scratch, time and 1st place. 2d place and 1st time.
A. L. Leonhardt Frank Waller F. M. James F. J. Ashton E. Ulbricht C. T. Knisely H. H. Wylie W. J. Doyle H. T. Ferguson F. L. Olds	July 15 July 22 July 31 Aug. 12 Aug. 26 Aug. 26 Aug. 26 Aug. 19 July 22 Aug. 22	Waukesha-Milwaukee Road Race	16½ Miles	13:30 1:06:10 12 days 20 hours 2:52:31½ 27:55 15:06 18:30 8:19 38:54	Stephens Arrow Sterling Special Sterling Special Whitworth March Sterlin Special Sterling Special "Wylie's" Sterling Fowler	Morgan & Wright Tires. Ulbricht's time is best record for course by 1:56. Breaking the competition record for this distance. Second best time.
Fred A. Morris	Aug. 22	Indianapolis	3 Miles	13:30	Stearns	Morgan & Wright Racing Tires.
F. W. Osmun E. Spike S. Wallace A. Auble, Jr. Ed. J. Mock P. Von Boeckman Wm. Reading	Sept. 16 Sept. 16 Sept. 16 Sept. 16 Sept. 16 Sept. 16 Sept. 16	Lake View course Hilsendegen Road Race Denver to Chicago	5 Miles 25 Miles 1,200 Miles	29:15½ 29:30 34:40 3 days 16 hrs. 8 days 16 days 6 hrs. 24½ hours	Sterling Special Eagle-Altair Sunol Raleigh Racer Fowler Dauntless	First time prize. Second time prize. Winner of race. No punctures recorded. Only one mishap. No puncture, no mishap of any sort. Has ridden same tires 1 year 4 months without puncture.
		Rockford to Chicago and return 60 Kilometers. International	200 Miles 62 Miles			
		Illinois Road Race	10 Miles			
		Review Road Race	5½ Miles			
		Rogers Park Road Race	6 Miles			
		Rogers Park Road Race	3 Miles			
		Ohio Road Race	12 Miles			
		Mexico, Mo.	1 Mile open ¼ " flying ½ " standing	30½ 1:11½		
		South Side Road Race	10 Miles			
		South Side Road Race	10 Miles			
		South Side Road Race	10 Miles			
		Wadsworth, O., to Chicago	388 Miles			
		Across Iowa and Illinois	922 Miles			
		Chicago to Austin, Texas	1,300 Miles			
		Ft. Wayne, Ind., to Chicago	185 Miles			

That which is the most SERVICEABLE; that which causes you NO TROUBLE; that which is REASONABLE IN COST IS THE BEST!

MANUFACTURERS AND DEALERS LOOK TO YOUR NEXT YEAR'S INTERESTS.

## MORGAN & WRIGHT Patent Pneumatic Tires ARE WHAT YOU WANT for 1894!

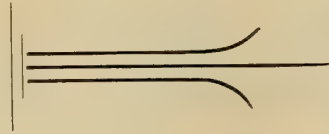
See that our firm name is in raised letters on the side of tire when buying. Catalog gives a world of information.

# MORGAN & WRIGHT, 331-339 WEST LAKE STREET, CHICAGO, ILL.

MENTION THE BEARINGS



# BE PATIENT!



We have just completed arrangements with a leading rubber house who will in a week or two satisfy the hundreds of interested makers and agents as to the unparalleled reliability of the

## Preston-Davies Tire

As for speed—The Bath-and-Back Record, by C. G. Wridgway, is our most recent conquest. The previous record over these 212 miles was reduced by about 54 minutes.

### IT IS COMING

And because of its stability and life and its easily detachable qualities, it will become the most popular

### TIRE FOR AMERICAN RIDERS.



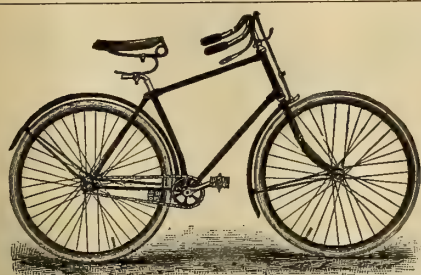
## Preston-Davies Tire & Valve Co. Ltd.

LONDON and COVENTRY.

MENTION THE BEARINGS



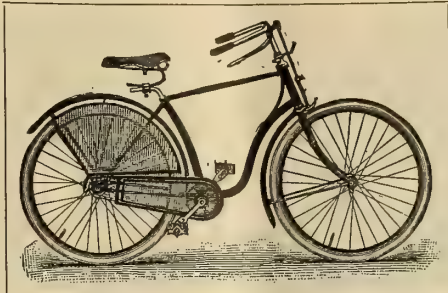
THE BEARINGS  
Cycling Authority America



**DUKE.** 30-inch Wheels.  
Pneumatic Tires. \$100.00

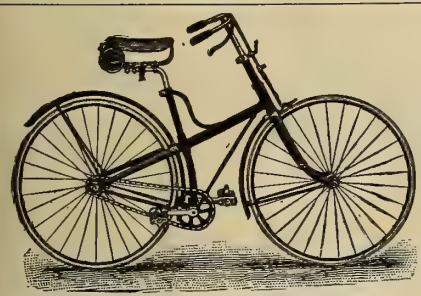


**PRINCE.** 26-inch Wheels.  
Pneumatic Tires. \$70.00

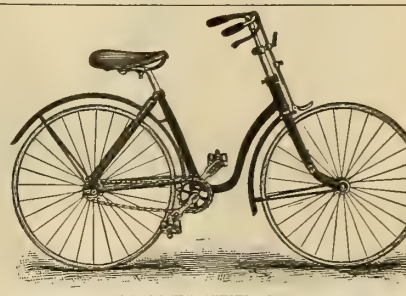


**DUCHESS.** 28-inch Wheels.  
Pneumatic Tires. \$90.00

**PRINCESS.** 26-inch Wheels.  
Pneumatic Tires. \$65.00



**PEER.** 25-inch Wheels.  
Cushion Tires. \$25.00



**FLYING JIB.** 22-inch Wheels.  
Solid Tires. \$20.00 and \$15.00

**A. FEATHERSTONE & CO.,**

Office and Works, 16th and Clark Sts. and Armour Ave.  
Retail Store, 282 Wabash Ave., Chicago, Ill.

MENTION THE BEARINGS

# THE CENTRAL....

"A THING WHICH PLEASES IS ALREADY HALF SOLD."

Strongest Frame.	Double Frame.
Light Frame.	Beautiful Frame.
Attractive Frame.	Easy to Sell.
Easy to Buy.	Easy to Ride--Try it.
Best Lines.	Best Finish.
Best Material.	Best Workmanship.
Best Agents.	Best Riders.
Best Prices.	Best Value for the Money.



*We Guarantee Them*

**AGENTS---GET OUR PRICES.**

**CENTRAL CYCLE MFG. CO.**

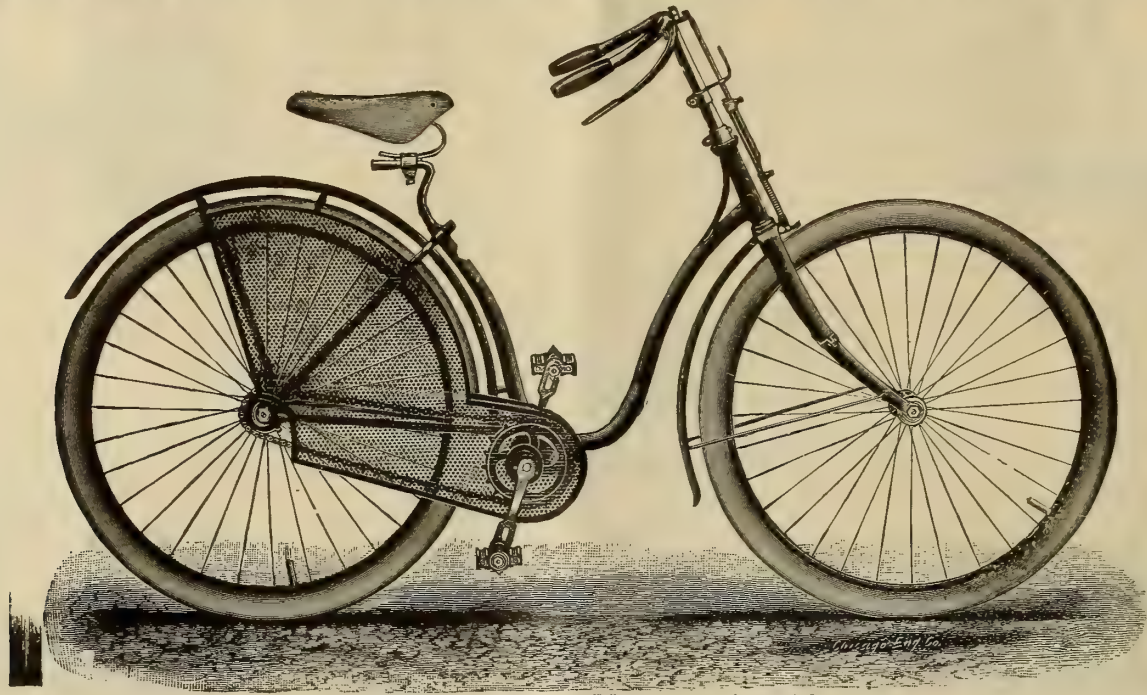
**INDIANAPOLIS, IND.**

MENTION THE BEARINGS



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

# WESTERN WHEEL WORKS, Manufacturers, Chicago.



1893. JUNO No. 2. \$90.00.



**BLACKHAWK L.R.** \$135.00.  
28-inch Wheels. Pneumatic Tires.



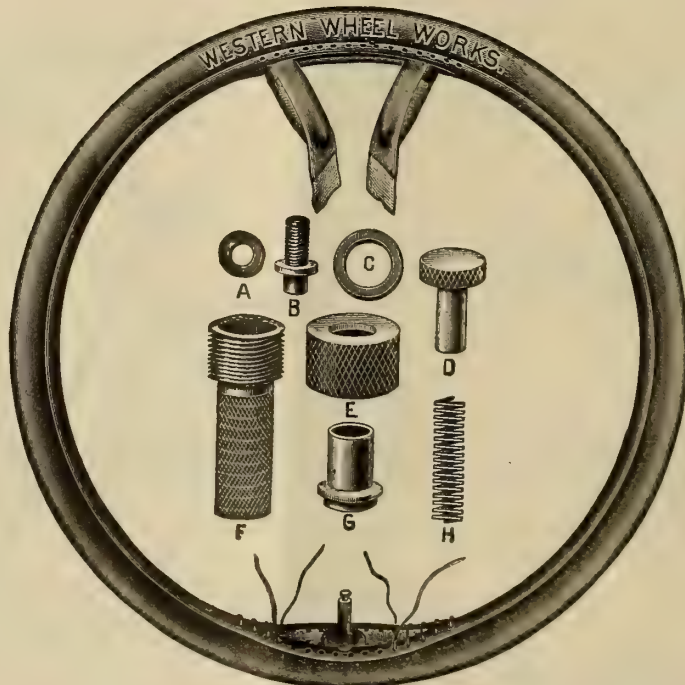
**CRESCENT No. 2.** \$100.00.  
30-inch Wheels. Pneumatic Tires.



**JUNO No. 2.** \$90.00.  
28-inch Wheels. Pneumatic Tires.



**ROB ROY No. 4.** \$85.00.  
28-inch Wheels. Pneumatic Tires.



**ESCORT No. 2.** \$100.00.  
30-inch Wheels. Pneumatic Tires.



**ROB ROY No. 2.** \$65.00.  
26-inch Wheels. Pneumatic Tires.



**COMBINATION JUNIOR No. 4.** \$60.00  
26-inch Wheels. Pneumatic Tires.

Western Wheel Works Pneumatic Tires--Resilient and Hard to Puncture.



**CINCH No. 2.** \$50.00.  
24-inch Wheels. Pneumatic Tires.



**PET.** \$20.00.  
20-inch Wheels. Cushion Tires.



**COMBINATION JUNIOR No. 2.** \$50.00  
24-inch Wheels. Pneumatic Tires.

Office and Factory : Wells, Schiller, Siegel Sts. and North Park Ave., CHICAGO. MENTION THE BEARINGS. Eastern Agents, R. L. COLEMAN, Co., New York.



# The Palmer Tire.

1492

Columbus Discovered America.

1893==401 Years.

It took this long to make the Greatest Nation on Earth.

1892

Palmer Discovered the Correct Principles of Pneumatic Tires.

1893==1 Year.

It took this long for the people to find out that the Palmer Tire was the Greatest on Earth.

We do not claim that Palmer is a greater man than Columbus; but do say that the fruits of his discovery did not take so long to ripen by **400** years. *Nobody* was hunting for America except Columbus. *Everybody* was hunting for a *perfect* pneumatic tire.

***Palmer Found It!***

Send for Pamphlet, "Facts About Pneumatic Tires."

## TWO MORE RECORDS BROKEN ON PALMERS!!

Two miles in **4:15 3-5**, the splendid performance of H. C. Tyler, breaking Osmond's record by 8 4-5 sec. First mile in 2:08 4-5, second in 2:06 4-5.

London to Brighton and return, 104 miles, by C. A. Smith; time 6 hrs. 6 min. 46 sec., beating S. F. Edge's time (who rode ——— tires) by 6 min. 28 sec.

**Palmer Pneumatic Tire Co.**

287 Wabash Ave., CHICAGO.

General Licensees and Manufacturers:

**The B. F. Goodrich Co.**

AKRON, OHIO.



**THE BEARINGS**  
THE CYCLING AUTHORITY AMERICA

# DO NOT SKIP THIS!

Down, Down,  
FROM  
**\$150 TO \$85**



## WHY THIS BIG DROP?

Because we have on hand a few unsold wheels. It is late in the season, **TIMES ARE HARD**, and we need all the money we can get to carry out our plans for the coming season. We are going to be on the market next season with decidedly the finest line of wheels ever offered, and we are determined to have none of this year's product in the way.

Do not get the idea from this that what we are now offering is not fully equal to the best of the season. No such wheel has ever before been offered for \$85, nor is the opportunity likely to occur again, for nobody can afford to make and sell such a wheel for the money. It is **STRICTLY HIGH-GRADE**, a beauty from whatever standpoint you view it, and certain to please you. Only a few left. Send for Catalogue.

## Bailey Manufacturing Co., 207 S. Canal St., Chicago.

Mention The Bearings

## THIS FACTORY IS EXCLUSIVELY DEVOTED TO THE MANUFACTURE OF Bicycle Fittings and Accessories.

HUBS FOR WOODEN WHEELS.  
RIMS OF ALL KINDS.



DROP FORGINGS. ....  
HOLLOW RIMS.

Write for Prices on Pedals, Frames, Cranks, Hubs, Cycle Lamps, etc., for 1894.

# SNELL CYCLE FITTINGS CO.

MENTION THE BEARINGS

TOLEDO, OHIO.



*I AM SELLING OUT THE  
STOCK <sup>OF</sup> <sub>THE</sub> TAYLOR CYCLE CO.  
REGARDLESS OF COST.*

*IF YOU WANT*

*Standard Sundries, Pedals, Bells, Luggage Carriers,  
Tires, Bicycle Shoes, Sweaters, etc.,*

*A single Bicycle or a stock of TOURIST, REX, PSYCHO, STUDENT, WARWICK,  
WESTERN WHEEL WORKS, or Other Makes,*

*ADDRESS HOMER B. GALPIN, Assignee,*

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**Halladay = Temple Scorchers**

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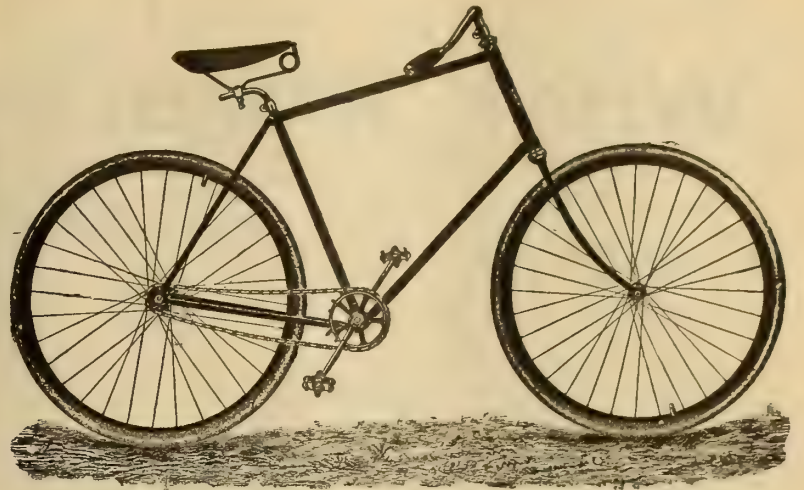
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The Bearings

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## Safety Road Record Smashed

Mr. L. C. WAHL, of the Washington Road Club, Washington, D. C., 273<sup>8</sup>/<sub>10</sub> MILES.  
succeeded in covering in 24 hours

THE COURSE--20 Miles on the Conduit Road near Washington.

THE DATES--Sept. 2d, 3 o'clock p. m., to Sept. 3d, 3 o'clock p. m.

THE ACTUAL Riding Time--21 Hours.

THE MACHINE--He rode without Change

Mr. Wahl's performance exceeded the former 24-hour Safety Road Record of Maryland and the District of Columbia by 71 8-10 Miles, and exceeded the AMERICAN SAFETY ROAD RECORD for 24 hours by 11 8-10 Miles.

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OFFICES: 55 LIBERTY STREET, N. Y.

MENTION THE BEARINGS



# WHAT RAMBLER BICYCLES DO

AND WHERE THEY DID IT.

## ...EAST...

	PRIZES.	FIRSTS.
Waverly, N. J .....	9	4
Baltimore, Md .....	22	8
Philadelphia, Pa .....	10 out of 30.	
Norfolk, Va .....	11	3
Wheeling, W. Va .....	13	Unlucky number (?)
Reading, Pa .....	11	One-third of total.
Scranton, Pa .....	13	Another hoodoo number.
Wallingford, Conn .....	7	4
Cortland, N. Y .....	4	3
Islip, L. I .....	2	2
Wilimantic, Conn .....	3	2
Palmer, Mass .....	2	2
Syracuse, N. Y .....	2	

## ...SOUTH...

	PRIZES.	FIRSTS.
Columbia, S. C .....	8	3
Augusta, Ga .....	8	3
Raleigh, N. C .....	4	4

## ...CENTRAL...

	PRIZES.	FIRSTS.
Romeo, Mich .....	11	5
Mt. Clemens, Mich .....	19	3
Grand Rapids, Mich .....	7	4
Carthage, Ill .....	5	1
Ionia, Mich .....	5	1
St. Louis, Mo .....	2	2
Adrian, Mich .....	1	1
West Union, Iowa .....	1	1
Cascade, Iowa .....	1	1
Howard City, Mich .....	3	1
Kendallville, Ind .....	3	
Grand Rapids, Mich .....	2	
Fremont, Ohio .....	2	
Carrollton, Ohio .....	1	
Peru, Ind .....	1	

## ...MEXICO...

At the race meet given in the City of Mexico by the governor of the state, the Champion of Mexico, on a Copper Rim Rambler, took **4 FIRST PRIZES**. A Rambler rider also captured a good second prize.

The above list of Rambler Winnings since our last report pleases us immensely, and is such a one as carries weight with people who buy fast, light-running bicycles. It represented the good work, or good men on good wheels, at 32 different race meets, in EIGHTEEN DIFFERENT STATES. The Rambler field is not a local one—Rambler are known and ridden in almost all countries of the world.

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# THE BEARINGS

Vol VIII  
No 10

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCT. 6, 1893.

## POWERS WILL RETIRE.

**The Base-Ball Magnate Has Had Enough of Cash Prize Racing—Sanger Harshly Criticized.**

NEW YORK, Oct. 2.—The affairs of the National Cycling Association seem to be in a chaotic state. Wheeler has expressed his dissatisfaction over the purses offered, few meetings are being held, and now it is rumored that P. J. Powers, one of the heads of the New York association, is to withdraw from the organization. No positive reason is assigned for his contemplated withdrawal, but it is assumed that the financial returns have not been what the practical wheelmen assured the conservative base-ball people they would be. Powers managed this end of the organization admirably. He is well known in base-ball circles and is a very popular sportsman. If he severs his connection with the organization, as it is reported he intends to, the N. C. A. will lose a valuable man.

The all-important question, firstly with the professional (N. C. A.) racers and secondly with the cash-prize folks is: Will the N. C. A. be in existence next year? It is evident to every one that cash-prize racing has been a failure this season, and the prospects for its success here in the east for another season are very gloomy. The point naturally suggests itself, will the capitalists who have furnished the money to push the scheme this season loosen their purse strings in '94? Their experience this season surely has not been an encouraging one, and from all indications next year's outlook is not very encouraging either. I wonder if President Byrne is still sanguine that *cash-prize* cycling is the coming (?) sport.

**Sanger Was Blameless.**

The Kings County Wheelmen managed to run a very successful fall meeting last Saturday. The fact that Messrs. Zimmerman and Sanger were advertised to be present, no doubt drew a good portion of the crowd; and the fact that neither of these riders competed was a big disappointment. The fact that Sanger, after looking over the track, refused to ride, saying that the track was unsafe, nettled the K. C. W. management and they very injudiciously reported that his *real* reason for refusing to ride was his fear of meeting Zimmerman. Now such a report is calculated to do much injury to a rider and it was undeserved on Sanger's part. It is true that here in the east Sanger is very unpopular though his treatment of the Metropolitan Association of Cycling Clubs, but any person who witnessed the K. C. W. races can not but commend Sanger for his refusal to ride on the track, for the succession of falls throughout the meeting demonstrated without a doubt that the track is unsafe. When such men as Dirnberger, Rhodes, Blauvelt, and Grosch fall repeatedly, no one will contend that the track is safe. The meeting, withal, was a huge success. The mishaps to the prominent riders were the only drawback.

**Schofield not Anxious to Meet Wheeler.**

Messrs. Wheeler and Schofield, the professionals, are indulging in considerable newspaper talk in regard to a match race. It looks very much as if the foreigner, in spite of his blatant challenge to the Jerseyman, is not over willing to meet Wheeler. The latter is ready and more than anxious to meet, and post a deposit with either Schofield or his representatives, but Schofield returned to Philadelphia immediately after competing in the last cash prize races at Eastern Park without taking any steps to consummate arrangements for a match with Wheeler.

**Potter Preparing Road Articles.**

Isaac B. Potter, the editor of *Good Roads*, has in preparation a number of interesting articles upon the construction of roads, etc., gathered from his European trip, which he expects to have in readiness for publication shortly. Now that the executive committee has been exonerated from all blame in the management of the bureau, it is to be hoped that the members of the committee will bend their energies to promoting the interests of the magazine, so that at the February meeting of the League they can present a fine report of the road bureau. Many people wonder what the good-natured executive committee now thinks of Advertising Agent King since the special meeting. Wonder if he figured in the questions regarding those notes?

## SHORT DISTANCE RECORDS GO.

**Tyler and Johnson Break the One and Two Third Mile Times—Exciting Races at Waltham.**

BOSTON, MASS., Oct. 2.—W. D. Bradstreet, owner of Waltham track, may well be proud of the first-class quality of sport which he presented last Monday to an audience of not over 1,000 people. The non-appearance of the great men advertised on a former occasion had put Mr. Bradstreet on his mettle and on this occasion he had them all, with no exceptions. Zimmerman was present and rode a mile against time in 2:07. The meet had been poorly advertised, the day was very chilly—in fact the iciest of the season. The sport was first class. Tyler lowered a record, as did J. S. Johnson. The audience left the grounds highly delighted.

Taylor, Banker, Bald, Tyler, Windle, Rhodes, and George C. Smith were in line in the order named from the pole for the third-mile open. Tyler at the pistol shot took the lead, with Taylor pressing him close. Around the last turn Windle made an effort to place himself more advantageously, and recognizing that the effort was futile, dropped back and out. Taylor shot forward to nearly a tie with Tyler, found he could not hold the pace and dropped back a length to meet little Bald, who made a game effort to beat Taylor, failing by but six inches. The time was :42 2-5.

Referee Henry Robinson was responsible for the loafs witnessed in the two heats of the mile 2:15 class, the second heat, led by Rhodes, being the worst; but the finish was magnificent, Taylor clearly outstriking Bald for a lead of six inches, Rhodes being but another six inches behind. The heat was run in 3:45 3-5, all the real racing being done in the straight.

Bliss, Tyler, Windle, and Sanger started in the mile invitation, Bliss at once taking the pace and setting a merry clip for two-thirds of a mile, when he dropped out altogether and allowed the three great men free scope for a battle to the death. Tyler went after the race, Windle swinging into the straight directly behind, and Sanger at Windle's rear wheel. Sanger turned to the middle of the track, and Windle, swinging at the same time, ran in front of him. Sanger again veered and made the greatest effort of his life—so it seemed to the writer—to pass his two club mates. He failed to reach the desired goal, however. Windle caught Tyler twenty yards from home, winning by half a length, with Sanger right on Tyler's rear wheel. The time, 2:15 4-5, was a new track record.

Sanger started from scratch in the second heat of the two-third mile handicap, and rode well, but found the handicaps were too much for him and quit. Zimmerman then went a mile against the track record of 2:15 4-5 and with a flying start did 2:07, Taylor pacing him a quarter, Titus picking him up poorly, and Jimmie Clark with Ed McDuffee, on a tandem, pacing him the last half rather poorly.

There was a great field for the final of the two-third mile handicap with Bald, on scratch, being set back twenty yards, and Banker, Titus, Miller, and a half dozen others all on back marks. The field was bunched for the final sprint, which Banker won by a half length from Bald.

Tyler then broke the third-mile record held by Tuttle, :39, made on the Chicago track in practice. He was beautifully paced by Windle for half the distance and did :38 1-5; the last quarter in :28 2-5.

The final of the mile 2:15 class was also George Taylor's last win of the season. He defeated Bald in a warm finish Bald being but two inches ahead of E. A. Nelson, and Bliss a good fourth.

Johnson rode two-thirds of a mile against time as a close to the day's sport. Paced by Rhodes, G. C. Smith, and Clark and McDuffee on a tandem, he did 1:24 2-5, the tandem doing 1:25 4-5—both world's records.

### Summaries.

Third-mile open.—H. C. Tyler, first; G. F. Taylor, second; E. C. Bald, third; G. C. Smith, fourth; G. A. Banker, fifth. Time, :42 2-5.

One-mile invitation.—W. W. Windle, first; H. C. Tyler, second; W. C. Sanger, third. Time, 2:15 4-5.

Two-third mile handicap.—G. A. Banker, 10 yards, first; E. C. Bald, scratch, second; Titus, 45 yards, third; A. W. Porter, 25 yards, fourth. Time, 1:31.

One-mile handicap.—E. A. McDuffee, scratch, first; J. C. Wettergreen, 80 yards, second; James Clark, scratch, third; F. S. Elliott, 105 yards, fourth. Time, 2:21.

One-mile 2:15 class.—G. F. Taylor, first; E. C. Bald, second; E. A. Nelson, third; J. P. Bliss, fourth. Time, 2:45 2-5.



## JOHNSON IS THE STAR.

**Sanger Refuses to Ride at Brooklyn and Johnnie Wins as He Pleases—Numerous Falls on a Bad Track.**

BROOKLYN, N. Y., Sept. 30.—No records went, but several necks were nearly broken at the international meet of the Kings County Wheelmen this afternoon. The races were held on the track at Eastern Park, on which H. C. Wheeler is credited with having ridden five miles in 12:04, and a flying quarter in :27. The track is a quarter-mile and banked less than three feet; the surfacing is rough. There were several tumbles in the early contests, but the first bad fall was in the half-mile open, in which John S. Johnson and Mike Dirnberger starred. These two were having it out in earnest as they rounded the turn into the straight, when Dirnberger's wheel slipped and he fell, rolling over and over. In the final of the mile handicap there was another spill on the same spot, O. S. Brandt going down. With half of his body through the frame of his wheel, he slid directly into the path of Paul Grosch, E. L. Blauvelt, and F. J. Titus, all of whom started from back marks. Grosch came down like a chunk of lead and Blauvelt flew over the bank. In the final of the mile novice race J. G. Tucker fell in the same place, while leading, and ran into fifth place. The final fall was in the five-mile international, W. A. Rhodes, M. F. Dirnberger, and G. F. Royce being the unlucky wights. Taylor swerved, and Dirnberger was thrown; Rhodes flew over him, and Royce took a header into them. Dirnberger was again led, scraped and bleeding, to his quarters, but Rhodes remounted and made a plucky attempt to catch up a half-lap on the field, which was being paced slowly by Johnson.

Sanger, after a fair trial, refused to ride on such a poor track. The Kings County Wheelmen were so ungenerous as to publicly proclaim their belief that the Milwaukee man was afraid he might meet Zimmerman in the five-mile international and suffer defeat, which, in fact might have been the case had Zimmerman been present, for the "skeeter" having ridden on any and all kinds of tracks this season and refused none, has become an adept at dodging corners and taking unbanked curves on the fly, while Sanger has ridden only one-third as many races, is a larger man, rides a lighter wheel, and is notoriously a rank performer on poor tracks.

Zimmerman rode in the New York Athletic Club games at Travers Island, and through his loyalty to that organization is out a piano. The K. C. W. made every effort to get him here in time and even offered to charter a special train—at an expense of \$75—to bring him into the Grand Central station, there to catch the elevated train to the Brooklyn bridge and thus across to Brooklyn—but Jimmy did not come. Seven thousand people were disappointed and John S. Johnson had the piano shipped to Minneapolis.

Johnnie had eight competitors in the five-mile international on which Referee Raymond placed a time limit of 15 minutes. Three of the men fell. On the last quarter Johnson started his sprint, Taylor made a game attempt to catch up the two lengths gained, struck the fatal corner,—which he could not negotiate,—and was beaten out in the straight by Fred Titus, who was a length behind Johnson and a length ahead of Taylor at the finish. The time was 14:02. Johnson also captured the half-mile open.

The final of the two-mile handicap was the prettiest race of the day. George Banker, fifty yards, was virtual scratch man, Johnson, who had just qualified by taking sixth place in a heat, not starting. Banker rode out the entire two miles and in the finishing spurt worked his jumping sprint to the best of his ability. It was his race a dozen yards from home and then E. F. Miller came out of the bunch and shot by him, only to be passed himself by little Ray Dawson. There were a dozen men in the bunch, all in a blanket at finish.

The management of the meet was excellent, and as good as any this season. The day was perfect except for a stiff head wind on the stretch.

### Summaries.

Two-mile handicap, first heat.—E. L. Blauvelt, 100 yards, first; F. F. Goodman, 160 yards, second; Ray Dawson, 200 yards, third; R. McDonald, 110 yards, fourth; F. E. Doup, 270 yards, fifth; J. S. Johnson, scratch, sixth. Time, 5:07 2-5.

Second heat.—G. A. Banker, fifty-five yards, first; E. F. Miller, 120 yards, second; G. F. Royce, 110 yards, third; James Willis, 70 yards, fourth; C. H. Coffin, 170 yards, fifth; W. H. Blake, 210 yards, sixth. Time, 5:13 2-5.

Final heat.—Ray Dawson, 200 yards, first; E. F. Miller, 120 yards, second; G. A. Banker, 55 yards, third; E. L. Blauvelt, 100 yards, fourth. Time, 5:10 4-5.

One-mile novice, final heat.—H. M. Cole, first; E. Boffinger, second; Sam Johnston, third; G. W. McManus, fourth. Time, 2:45.

One-mile handicap, first heat.—G. A. Banker, 50 yards, first; F. J. Titus, 70 yards, second; Ray Dawson, 160 yards, third. Time, 2:24 2-5.

Second heat.—F. W. Mosher, 120 yards, first; O. S. Brandt, 90 yards, second; F. G. McDonald, 165 yards, third. Time, 2:26 2-5.

Third heat.—E. L. Blauvelt, 70 yards, first; W. H. Blake, 150 yards, second; C. H. Coffin, 130 yards, third. Time, 2:30.

Fourth heat.—F. E. Doup, 200 yards, first; E. F. Miller, 90 yards, second; P. Grosch, 70 yards, third. Time, 2:27.

Final heat.—F. J. Titus, 70 yards, first; F. W. Mosher, 120 yards, second; Ray Dawson, 160 yards, third; F. G. McDonald, 165 yards, fourth. Time, 2:23.

One-mile 2:40 class, first heat.—W. H. Blake, first; H. J. Hall, Jr., second; F. F. Goodman, third; W. L. Darmer, fourth. Time, 3:16 3-5.

Second heat.—F. W. Mosher, first; George B. Waters, second; C. H. Coffin, third; Elmer Hodgson, fourth. Time, 2:54 1-5.

Final heat.—F. W. Mosher, first; C. H. Coffin, second; W. L. Darmer, third; F. F. Goodman, fourth. Time, 2:51 3-5.

Half-mile scratch.—J. S. Johnson, first; R. McDonald, second; O. S. Brandt, third. Time, 1:18.

Five-mile international.—J. S. Johnson, first; F. J. Titus, second; G. F. Taylor, third; E. L. Blauvelt, fourth; R. McDonald, fifth. Time, 14:02.

## ADIEU MEINTJES.

On Saturday last L. S. Meintjes, in company with C. Vernon Pugh, of the Whitworth Cycle Co., and James Percival, Meintjes' trainer, sailed on the steamer Campania for London. A great crowd of wheelmen gathered at the docks to bid him adieu and wish him a pleasant journey. Among the prominent men seen there were: A. A. Zimmerman, H. C. Wheeler, John S. Johnson, W. A. Rhodes, Hoyland Smith, George A. Banker, T. W. Eck, A. E. Flavell, C. A. Persons, S. G. Whittaker, W. C. Howard, and a BEARINGS representative. As the steamer left the dock a mighty cheer went up for the gallant South African. After the crowd had watched the steamer off, they turned from the dock, and many were the expressions of sorrow at losing the greatest sportsman who ever crossed the ocean to compete with our American riders, and many the expressions of hope that they would see the "white African" here again. Before leaving he said to THE BEARINGS man that he wished he might remain in America much longer. He said that this country was worth all the others put together. He paid a high tribute to the womanhood of America, saying that he found more beautiful women here than in any other country.

He said that he was told on leaving England that he would meet with a very cool reception here, but far from that being the case he had met with hospitality on every side and his visit was so thoroughly enjoyed that as it approached the end he counted as precious every hour. "I believe," he said, "that Zimmerman is by far the best man on a bicycle in the world, and would like to back my opinion with 'a bit' when the championships for 1894 are run. I want to thank the many riders and other friends that I found in this country, through THE BEARINGS, for the services that they rendered me when going for records, and for many courtesies and kindnesses shown during my entire stay here." When asked as to his intentions for the near future, he said that as soon as he got to England he would go directly to Herne Hill track to get fit for record breaking. He will attempt every record from one mile up to the hour, and feels confident of breaking his own hour record made at Springfield a few weeks ago, which is still fresh in the minds of wheelmen.

He found Springfield track to be the best in America, but thinks the track at Herne Hill is better suited for record-breaking purposes. He gives it as his opinion that all records from one to ten miles will be held in America for some time to come. After a month's stay in England he will sail for his far-away South African home and resume his business as electrical engineer. Some time between now and February next he will get married, and in February, in company with his wife and L. C. Pappenfuss, another flyer from his own city, will return to England, where they will participate in the English championships; and as soon as these are over they will come to America, this time for a much longer stay. He intimated that when here again he and Zimmerman would double up on a tandem. As they are very fast friends, such a procedure will not surprise any one. Meintjes said that on his return home he would attempt to regain his "lost sprint," which cost him so many races in this country, by using a fifty-two-inch gear.

### New Minnesota Road Record.

ST. PAUL, MINN., Oct. 2.—The long-distance road record for this section was lowered during the past week by A. A. Hanson, of St. Paul. Hanson left Minneapolis on Monday, at 3:15 a. m., and laid his course through St. Paul, Rosemount, Farmington, Northfield, Fairbault, Owatonna, and Blooming Prairie, reaching the latter point, a distance of 112 miles, in 11:30:00. He returned over the same route and finished at Minneapolis at 3:10 a. m., Tuesday, having covered the entire distance of about 224 miles in 23:55:00. Deducting the time spent in stops, his actual riding time was 20 hours 10 minutes. This is the best time for a similar run ever made in the northwest. Hanson also holds the best state century record—7:45:00; and the record for the seventeen and a half-mile run between St. Paul and Stillwater—49 1-2 minutes.

The Minnehaha meet, which was at first announced to occur on September 30, has been postponed until October 14, in order to give the Minneapolis public another chance to see J. S. Johnson and the eastern flyers, who have promised to be on hand on the latter date. With the exception of the Minneapolis meet on the 14th, there will be no more local track racing, as the St. Paul boys have decided to give up their proposed meet on the 7th, on account of the uncertain weather. After the Minneapolis meet, road riders will hold the boards until the middle of November, when the local riders will commence training for the winter skating contests.

### Wouldn't Ride Against "Ringers."

The Cleveland branch of the C. O. P. went to the races at Salem, Ohio. The local riders were so indignant that they refused to ride against the Clevelanders, whom they termed "ringers." They were given their entry money back, and the races went on.

### Bald Is a Butcher.

Eddie Bald, the Buffalo racing man, is a butcher by profession, and to this fact lays much of his enormous strength. Bald may be sent for some of the records this fall.

The date of the tournament of the Licking C. C., at Newark, Ohio, has been changed to October 9.

G. M. Wells, the Canadian crack, has returned to his home in Toronto and will remain there permanently.



## MORE GLORY FOR WINDLE.

He Lowers the Mile Record to 1:58 1-5 and the Half to :56 3-5  
—Tyler Makes new Figures for Two Miles.

SPRINGFIELD, MASS., Oct. 3.—The long looked for goal has been reached and passed and Willie Windle has added one more to his long string of remarkable performances by riding a mile inside of two minutes. With a flying start he succeeded in negotiating the mile in 1:58 1-5 and later did a half in :56 3-5.

Windle has been in hard training here for his onslaughts on the records since the Philadelphia meet. He has been waiting for a fine day, and today was just the one he was looking for. The Springfield Bi. Club officials were



W. W. WINDLE.

present and also a small crowd of interested spectators. When the Milbury wonder came out for the trial he looked thin and overtrained. He rode slowly up to the starting point and waited for Olmsted, Measure, and Broadhead, on the triplet, to come up. At the word they started and crossed the tape at a rattling clip, Windle hanging like grim death to the rear wheel of the triplet. The first quarter was done in :30 1-5 and the triplet crew pedaled as methodically as clockwork. The next quarter was nearly the same, 1:00 3-5 being clocked for the half. Clark and Arnold were waiting on a tandem and Willie was whisked along at record speed. When he had crossed the three-quarter mile post the new figures of 1:29 3-5 were set up as world's record. Sanger picked up his club mate here and the last quarter was done in :28 3-5. The full mile was made in 1:58 1-5, the previous figures being 2:02 3-5, made by Windle October 7. Windle next tried for the half-mile record of :57 4-5, also held by himself, and succeeded in making it in :56 3-5. Sanger and Tyler acted as pacemakers.

SPRINGFIELD, MASS., Sept. 28.—Harry Tyler is showing an appreciative home audience that he can break records as well as win races. Today he made an assault on Father Time, and succeeded in stealing nine grains from the veteran's hourglass. \* It was the two-mile record that went, and Tyler did it in 4:15 3-5. It was one of the ideal Springfield days, and hardly a breath of air was stirring. A triplet crew picked him up at the start and whirled him along at railroad speed until the last half. Here Willie Windle was waiting and he caught Tyler just right and hurried him home in fine style. The intermediate distances were done as follows: :35, 1:05, 1:37, 2:08 4-5, 2:39, 3:11, 3:43 4-5. The previous American record was 4:28 3-5, made by Windle at Springfield, Mass., September 30, 1892.

## TWENTY-FOUR HOUR ROAD RACE.

L. H. Bannister, of Youngstown, Ohio, Wins the Race Between Buffalo and Pittsburg by a Large Margin.

PITTSBURG, PA., Sept. 30.—L. H. Bannister, of Youngstown, Ohio, won the scratch road race from Buffalo to this city in the good time of 23:50:30. Sixty-four riders started from Buffalo at 4 o'clock yesterday afternoon and Bannister at once took the lead and was never headed. The first thirty-two miles were ridden in 2:04:00. Sixty-one miles were covered in 4:04:00, and when Bannister had reached Erie he had done the ninety-seven miles in 6:20:00. For a time Charles K. Gibson looked dangerous and pressed Bannister hard, but couldn't hold the pace and dropped out.

When Bannister struck the hilly roads at Newcastle, 190 miles from Buffalo, he was forced to slacken his pace, but managed to do ten miles an hour. It was here that G. E. Williams gained on the leader. He is a good hill-climber and he closed up quite a gap; but Bannister had too big a lead and rolled into Pittsburg at 3:50:30 this afternoon. He was comparatively fresh and was received by a crowd of 15,000. He had hard work to get through to the Press office, where he had to register, but succeeded by lifting his wheel above his head and forcing the crowd to give way.

Williams finished at 4:43:57. Paul E. Cronenwett, of Butler, was third at 5:13:50; Ned H. Friezell, of Allegheny, was fourth at 5:40:17. These four were the only ones to arrive within the twenty-six hour limit, each thereby securing a special gold medal in addition to the numerous other prizes. About \$1,000 worth of prizes will be distributed. But for injuries to wheels



H. C. TYLER.

three other riders would have finished inside of the twenty-six-hour limit. The distance covered was 243 miles, the course being through Erie, Girard, Conneautville, Greenville, Newcastle, and Beaver Falls. Bannister breaks the record from Buffalo to Erie, also the century record and the double century record in this part of the country, as well as the twenty-four-hour state record. This is believed to be the longest road race ever run in the United States.

A Milwaukee paper gloatingly remarks that Zimmerman doesn't want to race at Chicago because Sanger has beaten him, and that Zim doesn't want to have the dose repeated. That paper should take a reef in its talk. Zim is not afraid, and when Sanger rides as many races as the champion, he will stop a minute before pitting himself against fresh riders.





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GEO. K. BARRETT, EDITOR.

*The Christmas issue of "The Bearings" will be the finest specimen of cycling literature ever printed. It will consist of over a hundred pages of choice reading matter, illustrated throughout by half-tones and pen sketches, as well as a number of full-page illustrations in seven colors. This issue alone will be worth more than the price of a full year's subscription, but will be sent without extra cost to all subscribers. Send in your subscriptions now.*

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Sherman House.	Palace House.	Cooley's Hotel.	PHILA., PA.
		Massasoit House.	Bingham House.
			LaFayette House.

**1:58 1-5.**

At last! at last! The long-looked-for mile in 2 minutes is an accomplished fact, and that king of record breakers, W. W. Windle, is the man who accomplished it. Great rider that he is, with records on records to his credit, he never has done and never will do a performance that will assure him so safe a place in the cycling gallery of fame as his latest ride. Few have been bold enough to predict the reaching of this long-hoped-for goal until recently, and few even then expected it. He may break this record, and others will break the best that he can make, but no one can rob him of the glory of being the first to beat 2 minutes. His name and that of H. L. Cortis, the first man to ride a mile in 3 minutes, will in future be linked together. Records, like the shingles on the seashore, are ever being erased and remade, but this record will stand like a rock, defying the storms of the ages.

All honor to the quiet little "Milbury Wonder," who so well deserves the name by which the army of his admirers delights to designate him.

**THE CENTURY ROAD CLUB AGAIN.**

The last time we had occasion to mention the Century Road Club it was to criticise it, or rather its officers. The criticism was made with a desire to awaken those in charge of its affairs to a realizing sense of the work they had to perform, and although the criticism was not relished in the least by some of those who felt that the club would be injured by criticism in its official organ, still we believe that it was for the best interest of the club that some prod was administered, for it has a great—a very great—field of usefulness before it, and we are not alone by any means in our hope to see it fully fill that field. Our criticism was, however, not made in the spirit that animates an attack in the last issue of *Sporting Life*. Frank Egan has either forgotten the spirit of fairness that usually animates his facile pen or he has not studied the possibilities of an organization like the C. R. C. He characterizes the club as a dead issue and calls for its burial.

In England there is a busy organization known as the Road Records Association. Outside the C. R. C. we have nothing in this country to correspond to this organization, although the need of it was felt years ago. The club was organized to foster road riding, and although we have not seen the progress in the club that we would like to have seen, we can not in any fairness say that it has not done a great deal for road riding. The club has

been thoroughly aroused to the fact that there are several things yet undone that should be done and these things will soon be accomplished, or a grand stir among its officers counts for nothing. No, Mr. Egan, do not bury the corpse yet. It is altogether too lively a corpse. To be sure the club originated in Chicago and still has its headquarters in this city. The same is true of the World's Fair. For this reason both have been condemned and both can stand it. No, do not bury the corpse yet. Criticise it all you like. It will make the officers fighting mad and they will make a worthy organization of it, just to show you that you do not know what you are talking about, if for no other reason; but for heaven's sake don't make your friends think that you are criticising the club just for the sake of having something to write about.

**ABOLISH BOY'S RACES.**

The desire to include a variety of events on their programmes seems to be the only excuse that race promoters have for including the usual "boys' race." Racing events for boys are to be deplored for several reasons. In the first place they seldom add anything of interest to the programme, as the race usually results in an easy win for some "big boy," whom every one suspects of being too old to be eligible to the race, but who vows by all that is holy that he is not. Again, smash-ups are of such frequent occurrence among youngsters, without experience or judgment, that it is safe to say that the aggregate amount of the repair bills eventuating from these races would far exceed the total value of prizes won. And we have yet to see a boys' race that did not end in a dispute or squabble of some kind. But by far the worst feature is the injury that is liable to result from overtaking the capabilities of the adolescent aspirants for prizes and glory. Doctors are agreed that a violent tax on the system of a growing boy is very liable to result in permanent injury. Spurred on by the hope of winning some paltry prize, by jealousy keener than animates the cracks, and by the new and exciting spur of public applause, the youngster is all too apt to strain and injure himself. Let us have done with these boys' races.

**STRAY SHOTS.**

**A Plucky Miss.**

Young Master Combs, of St. Louis, was presented with a handsome new safety last week. Of course he had to take it out to try it. He was soon tired and left it standing in front of the house while he was eating his supper. A negro had cast envious eyes on the machine, and seeing it standing unguarded, quietly appropriated it. Miss Combs, aged sixteen, seeing the colored man making off with her brother's bicycle, hastily mounted her own and pursued him. After a stern chase she overhauled him and pluckily grabbed the negro. He resisted, but the young lady hung on and finally an officer came to her assistance and lodged the thief in jail. If that brother doesn't buy his sister a big box of candy in recognition of her pluck he doesn't deserve to ever mount a wheel again.

**A Joke on the C. O. P.**

Here is a good joke on the Consolidated Order of Pot-hunters. The chief locator of snaps met Zimmerman and George Banker at Pittsburg. The subject of pot-hunts came up. Jimmy inquired of the chief locator if there was anything near-by where he could fill in an extra day. The chief locator consulted his memorandum book and found Kendallville an available place. He had scarcely given the desired information when he bethought himself of what an injustice he was doing the C. O. P., but as he thought the matter over he quite reconciled himself with the thought of what a huge joke it all was.

**Didn't Figure on the C. O. P.**

"If you will make it worth my while I will come up to your meet and ride an exhibition mile and establish a track record," wrote O. L. Brailey, of Wauseon, Ohio, to the committee in charge of the races at Adrian, Mich., last week. The kind offer was not accepted, but Brailey attended the races. He did not think that any one would be there, and was very much surprised when several delegates from the C. O. P. presented their credentials. Brailey had lots of fun after that; he even ran fourth in his heat of the mile open, just lacking one of qualifying. He didn't establish a track record.

**The Preacher Was a Hustler.**

A Wisconsin clergyman has shown how useful a bicycle is in his profession. He recently rode nine miles in 54 minutes and preached a funeral sermon. He announced that the services would be concluded at the grave and while the funeral procession was on its way to the cemetery he mounted his wheel, and performed two marriage ceremonies in different parts of the town and then reached the graveyard ahead of the funeral.

**The Ace of Diamonds.**

The party consisted of five. 'Twas traveling to Chicago from Springfield. Three racing men and the business manager of a cycling paper were playing hearts; the game lagged and one of the racing men playfully shuffled the cards. The ace of diamonds was on the bottom. Said he to the press man, "See that card?" "Yes," said the press man. The racing man



shuffled and shuffled and began slowly throwing the cards out one by one, face up, on the board. He passed the ace of diamonds, apparently unnoticed except by the press man, who nudged the man next to him and said jocularly: "Guess there isn't any ace of diamonds in the pack is there?" "The next card I turn up will be the card," said the dealer, as he started to throw off the first card.

"Bet you the dinner for the crowd," shouted the press man eagerly.

"Take you," responded the dealer soberly, as his hand dropped to the board and coolly turned up the ace of diamonds he had previously thrown down. The press man was caught fairly, and with a woeful "kick me hard, I deserve it" expression, started to do the job himself. He paid for the dinners for Hoyland Smith, the dealer, Zimmerman, and George Banker.

#### Zim and the N. C. U.

An English paper recently offered a prize for the best eight lines on Zimmerman and the N. C. U., and the following lines won:

*Zimmerman! O Zimmerman! whatever did you do  
To agitate and aggravate the N. C. U.?  
Was it sentiment, or was it business acumen and go,  
That made you love your Raleigh, love your little Raleigh so?  
'Tis true that in the Union genius does not muster strong,  
And that on points of detail it was greatly in the wrong;  
But still you shouldn't, should you? let your angry passions rise  
Because it doesn't raise you, Jimmy darling, in our eyes!*

#### Colors are Coming.

"For the purpose of distinction in the ride," says the *Cyclist*, speaking of a proposed twelve-hour race at Herne Hill, "resort will be had to colors as well as to numbers, and this will, we think, be found highly acceptable to the officials and press particularly, and the public generally."

This is but another straw which shows which way the wind blows and shows that THE BEARINGS is on the right track in advocating the color system.

#### Johnson's Intentions.

John S. Johnson goes direct to Minneapolis to train for record-breaking trials behind horses and wind shields. Johnson is anxious to visit Europe this winter and enter the skating contests there. He will probably join the Chicago Athletic Association and skate under the C. A. A. colors. Johnson has lately secured patents on something new in racing skates.

#### A Long-Looked-for Chance.

It is proposed to hold a ten-mile scratch race between locomotives of America, Great Britain, Germany, and France after the World's Fair is over. Here is the chance for the record breakers who claim that they can not get enough pace. Even Meintjes would not be obliged to call for "more pace" if he should attempt to follow any one of the giants.

#### All Too True, Alas!

According to Darwin and other evolutionists it takes a monkey thousands of years to make a man of himself, but an observant writer has discovered that a cyclist can make a monkey of himself in a minute by the aid of a bicycle, a sweater, and a hump.—*Scottish Cyclist*.

#### Wheeler Wants to Get Back.

H. C. Wheeler, who has gained shekels and renown in the cash prize league, said to a BEARINGS representative recently that in case of the Class B being adopted by the League of American Wheelmen, he should make an attempt to get back into the League and race in that class.

#### Meintjes' Extra Half.

Much curiosity has been expressed relative to the time of the extra half-mile which Meintjes rode by mistake at the close of his hour ride. Meintjes, with Sanger pacing, mistook the pistol shot for the bell lap, and sprinted another lap in 1:02—truly a brilliant ending to a great ride.

#### Unpaced Records.

And now the Englishmen are establishing a table of unpaced records. A good idea and one that might well be tried on this side the herring pond. The true worth of riders is more truly developed in such trials than in any other possible way. What say you, Springfield?

#### Sanger is Thawing Out.

W. C. Sanger has added scores of friends to his list since the Springfield meet. He has dropped his exclusiveness, become acquainted with the boys, traveled with them, and been one of the liveliest members of the all-star combination.

#### 'Twill be Nothing New.

One of our English exchanges says that the tandem safety is capable of so much speed that races for this type of machine would prove interesting. Dear me, how slow! Tandem races were run in America years ago.

#### Ninety-nine Wins for Zim.

Zimmerman won the mile open and two-mile handicap at the games of the N. Y. A. C. at Travers Island last Saturday. He still lacks one of his century of firsts. Hoyland Smith was second in each event.

#### ASHINGER WILL BE A RICH MAN.

Charlie Ashinger, the professional racing man, will soon be in a position to renounce cycle racing altogether and settle down as a well-to-do farmer at Oklahoma City. In the days when the Oklahoma country was about to be opened to colonization Ashinger was a familiar figure on its borders. He was then following sprinting as a profession, when he was not teaching school. While loafing on the border of the promised land he trained hard, and was in the pink of condition for the great rush, with the result that he far outstripped all competitors, reaching the location on which Oklahoma City now stands in time to select 160 acres of the finest land in the country. He afterward found that two "sooners" had lain in the woods, and when the rush came, emerged as the holders of that particular piece of land. A fourth claimant appeared later, who had come from the border. Ashinger filed his claim, and so did the others. All built houses, one on each side, and all began cultivating the property. Ashinger went into one court after another, knocked out the "sooners," and has his case now in the highest court in the country with a good show of knocking out the third claimant. The property has increased in value to \$100,000, and is on the outskirts of the prosperous city of Oklahoma.

#### The Doctor on Bicycling.

*Patroness*.—You have frequently said that you do not recommend bicycling for invalids, and yet you have just advised my son to get a bicycle.

*Doctor*.—I told him to get one with a pneumatic tire.

"Oh, that sort of tire makes a difference, I presume."

"A very great difference. Carrying the wheel back and forth to the repair shop will be most excellent exercise, madam."—*Good News*.

#### A Wheelman Killed.

Henry B. Walker, of Brooklyn, was riding on Staten Island last week with a companion. They approached a street obstruction and Walker failed to see a rope stretched across the road and rode on. The rope caught him on the neck and he was hurled to the ground and instantly killed. The New York papers have written editorials claiming that the workmen were criminally careless in putting up the rope.

#### TOO MUCH FOR EVEN HIM.

*Outrageous ghoul's the other day  
Pried open Webster's grave,  
And when they had awak'd him they  
These curt instructions gave:*

*"Give us the definition pure,  
O lexicographic man,  
Of what's now called an Amateur—  
Define it if you can."*

*Then giving his grim skull a shake  
Upon the vertebrae,  
The skeleton reply did make:  
"It is too much for me."—SNODGRASS.*



FRONT WHEEL: "Say, that puffing fat man above us is an old blowhard."  
HIND WHEEL: "Yes, he is. He makes me pneumatically tired."



## MASSACHUSETTS IN FOR IT.

**There Will Be a Hot Fight at the Coming Election—Perkins Striving for Re-election.**

BOSTON, MASS., Oct. 1.—For wire pulling, deep laid plans, caucusing, and electioneering, both the republican and democratic parties must yield the palm to the League of American Wheelmen in general and its several state divisions in particular. There is more politics to the square inch among the organized wheelmen of this country than there is in both of the great parties together; yes, and with the prohibitionists thrown in.

Massachusetts has always had lively elections, and this year promises to be no exception. The whys and wherefores of the present state of affairs and the fact that there will undoubtedly be two complete lists of candidates in the field, are to be sought, in some cases, months back. But if the assertions and claims of the supporters of both tickets are honest,—and of course they are,—the great interests of brave old Massachusetts will be served and conserved, no matter who sits in the chair of the chief consul, and no matter who wields the pen of the secretary-treasurer. It is about these two offices that the dust of battle is thickest and always has been.

At the regular September meeting of the division board of officers, held in Springfield, the nominating committee was elected in due form. It met and decided on three candidates. The nominations as originally and unanimously made were as follows: For chief consul, Spencer T. Williams, of Malden; for vice-consul, D. Edward Miller, of Springfield; for secretary-treasurer, Fred McCausland, Jr., of Somerville. Mr. Williams has, after long consideration, irrevocably declined the nomination. Business interests influenced him largely in his decision. Messrs. Miller and McCausland have already accepted. This information has come from none of the candidates, but from outside parties altogether.

This action of the regular nominating committee is a great surprise, and by one element in Massachusetts politics is regarded as a direct slap at the "machine." There have always been those in this division and on its board of officers who have not been entirely in sympathy with Chief Consul Perkins and Secretary-Treasurer Howard. They have urged against the one that he did not adequately represent the division, either as a speaker or a leader; that certain large measures were more zealously pushed because there was a chance for personal position in them; and as for the other, the worst thing they can say is that he is rather reserved and not a "hail-fellow-well-met."

One particular cause which made enemies for Messrs. Perkins and Howard was the trouble over the sanction for the A. C. C. meet May 30, at Waltham. All who are at all familiar with division politics are more than familiar with the details of the famous Miller-Worcester-Boston embroglio, the merits of which do not enter into this case at all. Well, Mr. Knight, a prominent Worcesterite, was elected on the nominating committee. A portion of the Perkinsites say that he did not play politics deep enough when he allowed Mr. Knight a seat on this committee. Another portion says that Mr. Perkins was so sure and confident of his record that he did not cover his tracks in this direction. So with this bombshell thrown into the arena by the nominating committee, the combat opens.

It is a fact that Messrs. Perkins, Peck, and Howard will be in the field for the offices of chief consul, vice consul, and secretary-treasurer on both club and independent nominations. The independent nomination papers will be indorsed by ten of the men of the highest standing in the state. It is not known what clubs will back the men with their official nomination. The fact of Mr. Williams' withdrawal will not affect the candidacy of the old executives, as they are confident of winning, against any one, on their records.

There may be still another candidate in the field for the office of secretary-treasurer in the person of Mr. Frothingham, secretary of the Union Bicycle Club, of Boston. It is said that the Union Club has perfected a deal with the Press, Cambridgeport, and Roxbury Wheelmen, and is now negotiating with a few other clubs to swap their strength, the Union voting for Press-Cambridgeport men and these clubs in return giving their votes to Union men. Among the rumors, interesting but improbable, is one that says J. C. Kerrison is looking longingly toward the chief consulship. But this is rumor, "nothing more." Another rumor has it that in Mr. Williams' place will be put either J. S. Dean, president of the A. C. C., or J. Emory Tippet, president of the Massachusetts Bicycle Club. This rumor is much more to be credited than the former. It is pretty certain that Mr. Dean would feel that for business reasons he could not accept the nomination. Mr. Tippet is well and widely known throughout the state as a tourist and would be a strong opposition candidate. Certain it is that within the next six weeks Massachusetts wheelmen will be very much "in the swim."

### Dean Is Nominated.

LATER.—It is announced on unimpeachable authority that J. S. Dean had been nominated for chief consul by the regular nominating committee in place of S. T. Williams, who has positively declined.

### Notes from Sunny Kansas.

HUMBOLDT, KAN., Oct. 2.—Thinking THE BEARINGS' readers may be interested in some breezes from Kansas (not hot winds), I will try and pencil some items from the "rural deestricks." We have a small town and a small number of riders, but most of them are enthusiastic about the sport, though the heat of last month was a check to it. But now, with cool breezes, and no dust to contend with, the spell seems to be broken and the silent

steed is again in "the swim." We have no tracks near here fit for cycle racing, and as a consequence have no very speedy men. At our county fair last week a cash bicycle race was run, a young man from Chanute, in an adjoining county, winning the half-mile in 1:34. The trouble here is that few of the riders belong to the L. A. W. Many of them do not even know there is such a powerful organization in the land, and when told of it most of them plead hard times, and say that they would rather ride for cash. If more bicycle literature were disseminated through the west, where meets are rare, it would enlighten many riders and perhaps be the cause of new additions to our ranks.

We meet many who are waiting for the price of first-class bicycles to come down. They don't want any cheap wheels—i. e., cheap in construction. The article you published in your issue of September 29, on "seat-posts and handle-bars," strikes the key-note in this community, as there are hardly any bicycles here that can be adjusted to suit the riders. The manufacturers should build for the multitude of riders and not altogether for the few racers and road "kyphos," comparatively speaking. The writer was put to the trouble of a long wait and the expense of sending to Boston for an exchange of handle-bar and post, the post being five inches too short. Good roads are in order here at present, and if any Chicago people want good touring they should come to sunny Kansas.

### Washington's Social Life Begins.

WASHINGTON, D. C., Sept. 30.—The Victor Cycle Club will give a race meet at the Y. M. C. A. track on October 20. The *Evening News* has offered a handsome silver trophy, to be awarded to the winner of the one-mile District of Columbia championship.

The semi-annual election of officers of the Nomad Cycle Club was held Tuesday evening. The club will give a series of six dances during the winter and will also enjoy seven evenings of progressive euchre.

The members of the Georgetown Cyclists gave a theater party on Wednesday evening at the New National. In the course of the evening a number of the company arose, and facing the club men who occupied the lower boxes, presented to J. J. Fister, of the Georgetown Cycle Club, a racing wheel in honor of his recent feat of breaking the local 24-hour record. It was a complete surprise to the members of the club, as well as to Mr. Fister.

This is the way they do it here: On Sunday last the Singer Road Club took a spin to Cabin John's bridge. On their way there and when within about a mile of their destination, they encountered one of those famous "road hogs." It was in a buggy and its name was William Tannar, of Georgetown. Tannar, so it is said, would give the cyclists none of the road, and ran into and severely injured S. Martin, a member of the club. He then drove on to Rockville. The cyclists, when they learned the extent of Martin's injuries, gave pursuit and overtook him, after a hard ride of some eight miles over a poor road. A warrant was sworn out for his arrest and a test case will be made when it comes to trial in the Montgomery County Court at Rockville.

### An Old Club Goes Under.

NEW HAVEN, CONN., Sept. 27.—The N. H. B. C. is now a thing of the past. For the last five years it has occupied a handsome clubhouse on one of the main thoroughfares, but of late the membership has gradually fallen off. Gambling has for a long time been permitted in the clubhouse, and the better element, while possibly fewer in numbers, objected and a large number of them resigned. At the last meeting the club was \$300 in debt and it was voted to turn the club property over to a committee composed of E. C. Bennett, W. A. Saunders, and A. L. Fisher, who have paid the debts of the club and it is now a thing of the past. The club was organized January 24, 1880, and in its day has been a very prosperous and popular organization. It is probable that that portion of the club which was opposed to the gambling element will organize another club in the near future.

The annual handicap road race of the Rovers Bicycle Club took place this afternoon over the Pequot course and was the most successful race the club ever held. The club's crack rider, Fred T. Catlin, won from scratch, breaking the record for the course (eleven miles) and also the five-mile record. The whole distance was done in 32:22 2-5. The five-mile record he made in an even 16 minutes. A well-attended smoker followed at the clubhouse in the evening to celebrate the affair.

### The Three C's Lot Sold.

The Chicago Cycling Club has sold the lot on Washington street on which it had intended to build a new house. It received about \$8,000 for the property, \$4,000 of which was cash, the balance to be paid in one and two years. The money will be returned to the subscribers. About 10 per cent. was lost on the deal.

Jack Prince is now in England and is telling the English papers that he will go for the professional records at Herne Hill if he can get pace-makers. Jack will have to ride faster than he did in practice at Chicago to even come within hailing distance of them.

Arthur DuCros has retired permanently from the racing path. Du Cros has been a shining light for years, being one of the speedy Du Cros family.

Frank Shorland is said to be the first to race on pneumatic tires in England.



## REFLECTIONS ON MEINTJES' VISIT.

It would be difficult to imagine any person experiencing more pleasurable sensations than did the "white African," L. S. Meintjes, when starting for his distant home last week. Coming from far Johannesburg months ago, he landed in England an almost unknown aspirant for fame. His arrival in the "tight little isle" was unheralded, and his reception almost contemptuously cold; so much so, in fact, that he was tempted to leave the inhospitable country and return home at once. He wisely decided, however, to remain and demonstrate that he merited a better reception than the one accorded him, and before he sailed for this country he had stamped himself as a rider of the very first class, and, what is much more exceptional, possessed of a personality that made him a general favorite.

His English successes were repeated in this country to such an extent that his name will ever be associated with that of Zimmerman—both men being pre-eminent as riders in their slightly different lines, and possessed of the happy faculty of making friends wherever they go by the sheer force of their individuality.

It is almost like a fairy tale to read of Meintjes' career since leaving his home. As he naively says, he was not even the champion of the obscure South African town which was his abiding place, there being several riders there whose dust he was compelled to take. Let us hope for our own credit that this was true only because Meintjes was unaware of and had failed to develop his wonderful powers at that time.

Leaving his native town for a long journey, the outcome of which was almost as uncertain and as far off as the more famous one of Columbus several hundred years earlier, he reached England. It did not take long for him to show that as a long-distance track rider he had few equals in that country. At the same time he proved that he was at his best against the watch, a peculiarity that he has shown ever since.

Leaving England for America, his second sea voyage so upset him that he had to start almost at the beginning again, and at the Chicago meet he was only just coming around, being completely at the mercy of second and third raters when it came to the sprint in short races. Since then, and beginning with the 100-kilometer race there, he has steadily improved, until his achievements at Springfield have placed him at the very top of the list of those who have gained victories against Father Time. For the sake of our reputation as holders of all world's records at our distances, it is to be hoped that he will stop where he is, and not commence an onslaught on short-distance records, although there is no man outside of America whom we would more willingly see wrest from us some of our laurels.

Meintjes' style of riding is one that has few, if any, devotees in this country. The craze for short-distance racing has taken so deep a hold upon our racing men and meet promoters that the great majority of riders have either forgotten how to ride all the way in a race, or to ride a long race, or else they never knew how. With our men, every effort is devoted to making the sprint the principal part of the race; even in the fast races the man who can not sprint at the finish is out of it. Meintjes, on the contrary, seems to have but one object before him when starting, and that is to reach his goal in the shortest possible time; to strike a pace at the beginning that is as fast as he can hold to the end, and instead of saving himself for the sprint home, to ride all out throughout the whole race.

This method, which is so successful against time, is of course attended with many inconveniences when racing against men, and during the early part of Meintjes' visit here all that it was necessary to do to beat him was to hang on until a short distance from home and then cut loose. No greater contrast could have been afforded of the two styles of racing than the different ways Meintjes and Crooks rode their races at Chicago. The former

was a machine, with perfect action, and the most beautiful evenness in riding, the pace being the same from beginning to end; the other men delighted to shelter themselves behind him and be taken to the front. Crooks, on the other hand, was all fire and dash, now riding like a fiend until some man ahead was caught, then slowing to catch his wind; off again until the front was reached, and showing then that there was still something up his sleeve, which was drawn on for a last desperate dive at the finish, usually with the desired result of landing him a winner. Time and again did the two work their way up, Meintjes doing his full share of the work, only to be left in the sprint by Crooks and several other second or third raters.

It took only a few weeks of racing with our men to develop in Meintjes, if not a sprint, at least an ability to cut a pace so fast that he fared quite well in the matter of prize winning. So, too, instead of sticking to the English long-distance records—twenty-five and fifty miles—he turned his attention to ours, and his five miles in 11:06—a 2:13 pace—proved that he was perfectly at home there. In short, he seemed to be a machine, capable

of setting a very stiff pace himself, and of following any that could be set for him, and he only needed something like the Winton quadruplet to carry him along, to put upon the record table figures that had never been approached, and hardly even dreamed of.

This being the case, it is not surprising that we ask ourselves why it is that our men shine only at short distances, and leave to foreigners such distances as five miles and upward. It is not because our men can not ride farther than a mile or two; it will be just as easy to capture the long-distance records as it was the short, when the first real attempt is made. Hoyland Smith's twenty-mile ride a year or two ago, with comparatively little preparation and very poor pacing, gave an inkling of what could be done, and the plucky and successful rides of Charley Knisely at Chicago, when he twice broke the competition record after making all his own pace, was farther evidence, if any was wanted, that our men have not lost their ability to do long-distance work.

If Meintjes' visit shall result in awakening our racing men and race promoters from their sleep, and causing them to turn their attention to this hitherto neglected branch of the sport, it will prove a blessing indeed. The difficulties in the way are, first, the disinclination of the racing men to do more work than is absolutely necessary; second, the general belief that only short-distance races are interesting, and that no others are wanted by anybody. The first does not amount to much if pressure is once brought to bear on the racing men, as they will go whatever distance they have to. The second will be done away with when it is once generally known that long-distance racing is more interesting than short; that is,

BRAKESPEARE.



THE FRENCH OF IT.

—From "Le Cycle."

when the former is properly conducted and the men are forced to go all the way.

### Another Coast Record Broken.

SAN FRANCISCO, CAL., Sept. 23.—The Bay City Wheelmen managed a very successful meet here today, the proceeds of which were given to charity. Besides furnishing good racing, a record was smashed. Otto Ziegler, of San Jose, lowered the previous half-mile record of 1:08 1-5 to 1:07 4-5. The deed was done in the second heat of the half-mile handicap, which Ziegler won from scratch. The final heat of the quarter-mile was the most exciting of the day and Ziegler was beaten by a foot in a terrific finish by H. F. Terrill. Time, :32 2-5.

### Harry Tyler to Wed.

Cards are out announcing the approaching marriage of Harry C. Tyler to Miss Edith Thompson, of South Plattsburg, N. Y. The ceremony will take place October 19 at the home of Miss Thompson's parents. We wish the record-breaker and his prospective bride much joy.



## NOTES WISE AND OTHERWISE.

August Lehr has been champion of Germany for six years.

Fred Krieger won the Lozier handicap at Toledo last week.

October 10 is the date selected by the Oskaloosa (Iowa) C. C. for its race meet.

The Kansas City Athletic Club claims October 11 and 12 as dates for a grand tournament.

Several Italian cities are talking of increasing their finances by placing a tax upon bicycles.

M. Orlovsky, a student of St. Petersburg, has arrived in Paris, having made the journey on his bicycle.

According to the Buffalo *Enquirer*, Ben Cleveland won the "consolidation" race at the Comrades' recent meet.

A new French humorous and satirical journal, devoted to cycling, will soon appear in Paris, and will be called *La Becan*.

C. H. Vickery, manager of Simonds Rolling Machine Co.'s exhibit at the Fair, is now the happy father of a brand new daughter.

Walter Ross, a Dayton, Ohio, cyclist, collided with a barbed-wire fence and was so horribly mangled that his life is despaired of.

"Graphis," the bright young lady who "grinds copy" for the *Irish Cyclist*, recently rode 212 miles in 24 hours while on a tour.

Messenger boys on two Washington (D. C.) papers have arranged a team race to take place next week. Imagine a messenger boy racing.

Mike Dimberger is employed in the City Water Department at Buffalo. He will enter this winter into a systematic course of preparation for a most active season in '94.

The business of Burtis & Zimmerman has been very successful this season, some 600 wheels, high and medium grade, having been sold. Victors and Raleighs are the leaders.

The Muskingum County Wheelmen, of Zanesville, Ohio, have changed their name to the Zanesville Cycling Club, and have secured cosy club rooms in the central part of the city.

A Frenchman left his wheel chained to a tree while exploring a mountain gorge. When he returned he found that an enterprising thief had walked off with the front wheel and saddle.

H. C. Tyler is the fourth American rider of the present generation to have his picture printed by an English cycling paper. The last issue of the *Wheeler* contained a very good likeness of the flyer.

The Metropolitan Association of Cycling Clubs lost but \$380 on its race meet of September 16, despite the rainy day, and the fact that all the main prizes were purchased. But eighty complimentary tickets were issued.

Pautrat, the French cyclist, who started some time since from Paris for St. Petersburg, has passed through Belgium, Germany, and Austria. He has not inflated his tire since he started, and his machine as well as himself is in good condition.

The New York *Sun* said last Sunday that Zimmerman, at the close of his present season, would invite Chairman Raymond down to Freehold to inspect his array of horses, wagons, watches, diamonds, pianos, crocks, and truck, including a cellar full of bicycles of no earthly value now.

A Dublin business man, who knew little about cycling, was shown the machine belonging to a lady friend. He looked at it solemnly, and wishing to make some intelligent remark, pointed to the laced dress-guard, and said: "I suppose it makes the wheel a good deal stronger to have all those extra spokes in the upper half."—*Irish Cyclist*.

### Lost two Bags and a Shawl.

"If you see a man coming down the street with two bags and a shawl on one arm, stop him, for they are mine," so said an Englishman, and no less an Englishman than Joseph Lucas, whose cycle lamps bear a reputation almost world-wide. He came from Toronto. His luggage got lost on the road and he was in a bad way over it. Nevertheless he managed to talk very entertainingly about the trade in general and the sundry trade in particular.

### Chicagoans Cop Prizes.

Results at Pontiac, Ill., October 3: One-mile novice, S. Tate won; quarter-mile open, C. T. Knisley won; one-mile handicap, A. J. Nicolet won; one-mile 3:00 class, A. D. Herriman won; one-mile open, C. T. Knisley won; half-mile handicap, A. J. Nicolet won; quarter-mile in heats, A. D. Kennedy won.

### Johnson in Good Form.

At Utica, N. Y., last Tuesday, J. S. Johnson won the one-mile open, the one-mile handicap, and rode an exhibition half-mile in 1:02 1-2. Rhodes captured the two-mile handicap and the half-mile open.

### Date of the New York Show Fixed.

NEW YORK, Oct. 5.—The dates for the cycle show at Madison Square Garden have been fixed for January 13 to 18. The Metropolitan Association of Cycling Clubs will manage the show.

## Electric Light Racing at Kansas City.

KANSAS CITY, MO., Sept. 27.—Bicycle racing by electric light proved a success last night in the tournament given jointly by the Kansas City Cyclists and Jackson County Wheelmen. The Fairmount Park track was brilliantly illuminated, so that the men could be distinctly recognized and their numbers read, and there was not a single fall or accident of any kind. Owing to the cold, wet weather, the attendance was not large. There were probably five hundred persons shivering on the grand stand. Summaries:

One-mile handicap.—F. F. Campbell, 100 yards, first; H. C. Wood, 30 yards, second; F. Furgason, 90 yards, third; H. R. Warren, scratch, fourth. Time, 2:39 3-5. Half-mile open.—C. Kindevatter, first; H. R. Warren, second; H. C. Wood, third. Time, 1:27 1-5.

One-mile 3:00 class.—F. F. Campbell, first; C. E. Lambert, second; A. T. Hill-yard, third. Time, 3:11 3-5.

One-mile Kansas City Cyclists vs. Jackson County Wheelmen. Prize, a piano. Kindevatter, Warren, and Wood, the K. C. C.'s team won, making 54 points; Rebenscheid, Campbell, and Lambert, the J. C. W. team, made 30 points.

Three-mile handicap.—H. C. Wood, scratch, first; C. Kindevatter, 70 yards, second; A. T. Hillyard, 280 yards, third; A. W. Miller, 200 yards, fourth. Time, 8:39 1-5.

## The Milwaukee Road Race.

MILWAUKEE, WIS., Oct. 2.—The next racing feature here will be the annual road race of the North Side Cycling Club, from Thiensville to Milwaukee. The race will end with a mile run on the quarter-mile track at Athletic Park. A long list of prizes, chief of which is a piano, has attracted several entrants from Chicago, among them Emil Ulbricht and the Nesses. There is no local talent likely to trouble the fast Chicagoans if the handicapper gauges the men correctly.

## AMERICAN RECORDS TO DATE.

### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:25 5/8*	H. C. Tyler	Hartford, Sept. 4, 1893
1/4-mile standing start	:31 1/8*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile flying start	:30*	A. A. Zimmerman	Patterson, N. Y., July 4, 1893
1/2-mile standing start	1:00 2/5*	H. C. Tyler	Springfield, Sept. 14, 1893
3/4-mile standing start	1:41 1/5*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile standing start	2:14 3/5*	W. C. Sanger	Hartford, July 4, 1893
1-mile standing start	2:08 1/2*	W. C. Sanger	Springfield, Sept. 12, 1893
2-mile standing start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:31 3/5*	W. C. Sanger	Springfield, Sept. 14, 1893
3-mile standing start	7:38 3/5*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31*	Frank Waller	Indianapolis, July 5, 1893
3-mile standing start	7:15 1/4*	John S. Johnson	Minneapolis, Aug. 18, 1893
4-mile standing start	10:13 1/5*	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1/5*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3/5*	A. E. Lumsden	Evansville, Oct. 6, 1892
5-mile standing start	12:04 1/5*	H. C. Wheeler	New York, Aug. 26, 1893
6-mile standing start	15:15 1/5*	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	17:43 3/5*	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 1/5*	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start	51:18 3/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile standing start	1:04:34 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile standing start	1:17:56 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 1/5*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:25 5/8*	H. C. Tyler	Hartford, Sept. 4, 1893
1/4-mile flying start	:27*	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/4-mile standing start	:30 1/8*	E. A. Nelson	Hartford, July 4, 1893
1/2-mile standing start	:30*	A. A. Zimmerman	Patterson, N. J., July 4, 1893
1/2-mile flying start	:57 1/8*	W. W. Windle	Springfield, Oct. 8, 1892
1/2-mile standing start	1:01 1/8*	A. A. Zimmerman	Hartford, Sept. 8, 1892
1/2-mile flying start	:56 3/8*	W. W. Windle	Springfield, Oct. 3, 1893
3/4-mile flying start	1:29 3/8*	W. W. Windle	Springfield, Oct. 3, 1893
3/4-mile flying start	1:30 1/8*	W. W. Windle	Springfield, Oct. 7, 1892
3/4-mile standing start	1:34*	W. W. Windle	Springfield, Oct. 8, 1892
1-mile flying start	2:02 3/8*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	2:05 3/8*	W. W. Windle	Springfield, Oct. 8, 1892
1-mile flying start	1:58 1/8*	W. W. Windle	Springfield, Oct. 3, 1893
2-mile flying start	4:15*	H. C. Tyler	Springfield, Sept. 29, 1893
2-mile standing start	4:28 3/8*	W. W. Windle	Springfield, Sept. 30, 1892
3-mile standing start	6:45 1/8*	L. S. Meintjes	Springfield, Sept. 11, 1893
4-mile standing start	8:57 1/8*	L. S. Meintjes	Springfield, Sept. 11, 1893
5-mile standing start	11:06 1/8*	L. S. Meintjes	Springfield, Sept. 11, 1893
6-mile standing start	13:43 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
7-mile standing start	16:05 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
8-mile standing start	18:26 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
9-mile standing start	20:46 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
10-mile standing start	23:04 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
15-mile standing start	34:37*	L. S. Meintjes	Springfield, Sept. 14, 1893
20-mile standing start	46:07*	L. S. Meintjes	Springfield, Sept. 14, 1893
25-mile standing start	57:40 1/8*	L. S. Meintjes	Springfield, Sept. 14, 1893
30-mile standing start	1:17:56 1/8*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/8*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/8*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/8*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 1/8*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
10 miles	27:26	James Willis	Newark, N. J., Sept. 9, 1893
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:32:20	F. A. Foell	Buffalo, Aug. 26, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.

‡Professional.



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## SHORLAND'S CYCLING HISTORY.

### The Famous Long-Distance Rider Talks about His 24-Hour Rides—Prefers Road to Track Riding.

A tall, lithe figure, moving with long, rapid strides, and fashionably attired in the frock coat, silk hat, and faultless linen of the city business man. A spare body, with shoulders which appear somewhat narrow, surmounted by a long ostrich-like neck and small head. A face which at all times wears a pleasant expression—especially so when in conversation. A pair of large brown eyes lit up with a look of boyish merriment. A medium-sized mouth with thin lips which have been seen closed in a very determined, never-say-die manner. Such, says an English daily, is Frank William Shorland, the phenomenal "long-distance bicyclist," as he may frequently be met on Holborn Viaduct. It is a figure which would not strike the casual observer as having accomplished, apparently without injury, physical feats which have set the world of wheels a-wondering. See the same figure at the start of a 24-hour road race. The suit of commerce has been discarded for the nonce in favor of a light alpaca jacket, dark woolen sweater, black woolen breeches reaching the knees, and thin black stockings. A pair of well-knit and muscular legs, surprisingly developed from the knees to the hips, are revealed, and one wonders how such a spare body became so heavily limbed.

With a view to learning how his latest 24-hour ride affected him, I looked in at his business address the other day.

"Well, Frankie, how are the injuries?" was my first query.

"Oh, getting better, thanks," he replied brightly. "The shoulder is almost right again, and the knee rapidly healing."

"Did your injuries seriously affect you in the race?"

"Well, yes! Throughout the ride the arm was useless, but twenty miles got the leg into working order again. The arm handicapped me when any hills had to be climbed, as I could not assist myself by pulling on the handles."

"Now, without desiring to make you appear egotistical, will you tell me candidly whether, in either the road or path event this year, you have been fully extended?"

"Oh, I say, old man, that's hardly a fair question;" and the lanky one tried to look reproachful. "Well, without, as you say, desiring to appear egotistical, I may say, 'No.'"

"Now, with regard to machines. Do you think you are as well suited by rear-driver as by the front-driver?"

#### Rear vs. Front Drivers.

At this Mr. Frank peeped at me from the corner of his eyes in a rather knowing manner. "I certainly do," he replied. "Most people appear to forget that my first 24 hours was on a Farringdon rear-driver. Of course I took to the front-driver like a duck to the water, because of my long experience of the Farringdon Rational ordinary, as well as the Geared Facile—and of course the front driver is a big improvement on the latter. I don't desire to say anything as to the merits of Humber machines. That would probably lead to my motives being misconstrued. You know well enough, however, that it is a remarkable thing whenever a man mounts a Humber he makes a creditable display. If I failed at any time to do so, and blamed my mount, people would laugh at me."

"Will you give me a few particulars of your career?" I asked.

"Well, that's a tall order," remarked my victim, smiling. "If you don't mind we'll discuss that over a cup of tea, as I feel a bad time coming on," so we adjourned to a corner of a convenient restaurant. Here, with an air of martyrdom, I was informed that my victim was born at Orton, near Wolverhampton, twenty-two years ago. At an early age he removed to New Southgate. He commenced riding a bone-shaker in 1884, and from that, as the result of much careful hoarding of pocket-money, he became the proud possessor of an "old crock" of an ordinary, on which he used to pound along in the New Southgate C. C. club runs. A fellow-member of the club was impressed by the pace he got out of his mount, and ultimately lent him a Geared Facile. This fellow-member was I. W. Boothroyd. At this time Frank was desirous of obtaining a situation in a bank. Mr. Boothroyd's influence secured him the promise of first vacancy. As this was not likely to occur for some time, Mr. Boothroyd, who was himself requiring a private clerk, offered young Shorland the position and he accepted. In 1889, when

#### A Raw Boy of Seventeen.

a great noise was made about the breaking of the London to Edinburgh record by A. M. Donaldson; young Shorland thought there was nothing extraordinary about the performance, so started a week after and knocked *nine hours* off it. Doubts were expressed about a boy of his years doing such a performance, but the Road Records Association were supplied with satisfactory proofs of its authenticity, and hall-marked it. The following week he started in his first "twenty-four"—the North Road Club event, of course. He finished second to the then considered invincible Holbein, with a total of 292 miles. In the same event of 1890 he fell, when leading, at 150 miles. In 1891 he had Holbein and Mills to face. The former fell six miles from the start and had to retire. Shorland and Mills had an extended struggle for the first 12 hours, which resulted in the festive "Frankie" running the great "End to End" record-breaker off his legs, and securing the 12-hour record. "But," said Shorland, with characteristic generosity, "Mills was far from well. He was suffering from rheumatism and sciatica." Continuous rain spoiled the second half of this race, but he succeeded in

winning with 326 miles to his credit. "I needn't say anything about last year's road event, when I again won with 367 1-2 miles."

"Now," I said, "which do you prefer—24 hours on the path or road?"

"The road by all means. Such a race on the path seems interminable. The monotony of going round a given circle for such a time tells frightfully on a man's nerves. The time passes much more slowly—in fact, it's a dreary job. The road is the best test of a man's physical capabilities, and also the most honest test of the merit of his mount. I am credited with a superabundance of animal spirits, but I assure you they are pretty well drained before the finish of 24 hours on the path."

"How did you train for the events of this year?" I next queried.

"I did very little riding before Mills' Land's End to John o'Groat's ride. I then paced him about 400 miles, and afterward had about a couple of nights' fast work on Herne Hill—about an hour's riding each night. You see I don't make flesh. When untrained I weigh eleven stone seven pounds, when fit eleven stone."

"Now for my last question, What is your opinion on the cement vs. wood surface question?"

"Well, the speed of wood as laid down at Herne Hill has been amply proved, but that it is speedier than cement is still an open question. Wood is the most commendable surface, because of its freedom from side-slip when wet."

#### Mrs. Pennell on Touring.

Joseph Pennell is an artist as well as a wheelman and has been an L. A. W. representative in England for several years. He loves to tour, and his magnificent sketches of scenes viewed a-wheel have excited much admiration. His wife wields a fluent pen, and her descriptions of tours are widely read. She accompanies her husband in all his journeys and has ridden every variety of wheel, so her advice to womankind on the question of the necessary luggage to take on a tour should be heeded. She says:

"I have toured far and often, and I know I do not exaggerate when I say that the traveler by train knows nothing of the delights of journeying on the open road. He may see the larger towns, but he misses the little villages by the way, the old farmhouses, and older castles. He does not meet the people in free, friendly fashion. People often ask me if my journeys do not tire me. Of course they do at times; it would be absurd to pretend that they do not. A head wind or a bad road, rain or mud, will turn all one's pleasure into toil. But the wonderful thing about cycling is that an hour's good time will make up for a day's discomforts. I have pushed my wheel up a long hill feeling that nothing would persuade me ever to ride again, and yet, with the first coast down the other side of the mountain, the first spin along the level, I have forgotten all about the hard work. One great secret in touring is to carry as little luggage as possible. If you are going a long journey it is well to send a small trunk from one large town to another a week's cycling away. Take with you, in a bag strapped upon your machine, a complete change of underclothing and an extra blouse or bodice. I also recommend a light woolen nightgown to guard against damp sheets. A jacket and a short waterproof cape are necessities."

#### Stocks Must be a Phenomenon.

It is interesting to know that until he visited Herne Hill, J. W. Stocks had scarcely ridden a mile on a tandem, and then only three laps with Osmond previous to Friday's ride, and was so ignorant about manipulating it that when he got on behind Osmond he expected he would have to take part in *steering* as well as pedaling, *not knowing* that the last man's handlebars were fixed and fast, says the *Cyclist*. However, not only was Stocks strange to the machine, but he says that all the way he was only pedaling with his toes and in a most uncomfortable position, the *reach* being *too long* for him and the saddle too forward, which caused his head to come in contact with Osmond's back more frequently than desirable. Stocks speaks highly of the track at Herne Hill and the perfect pacing arrangements, and the willingness of every one to assist.

#### The Old, Old Trick.

A youth named Alvarez, son of the Spanish diplomat in Paris, went out early one morning to take a ride in the Bois de Boulogne. He stopped on the way and met a youth of about his own age, who asked him how long it would take him to learn to ride. Young Alvarez offered to give him a lesson and his new friend mounted his machine. The stranger, after several trials, appeared to make great efforts to keep his balance and finished by going some yards very easily.

"Good," cried Alvarez to his pupil. "Courage! you ride well."

The stranger went so well that he turned up the next street and disappeared, and up to the present time he has not been found.

#### One Time When a Cyclorn Was of Use.

There was an ingenious gentleman on one of the Channel steamers one day last week, says *Wheeling*. He was bringing a cycle across to England, and he had his cyclorn in his pocket. On that day the surface was uneven—in fact, it was rough—and the cyclist was soon too queer to call "steward" loud enough for that officer to hear him, so he squeaked his cyclorn till the steward came to protest against the disturbance. When the man got to his side the sufferer murmured, "Another basin, steward," and after that, every time the cyclorn squeaked the steward took the hint—and a basin. We have only the purser's word for the truth of this story.

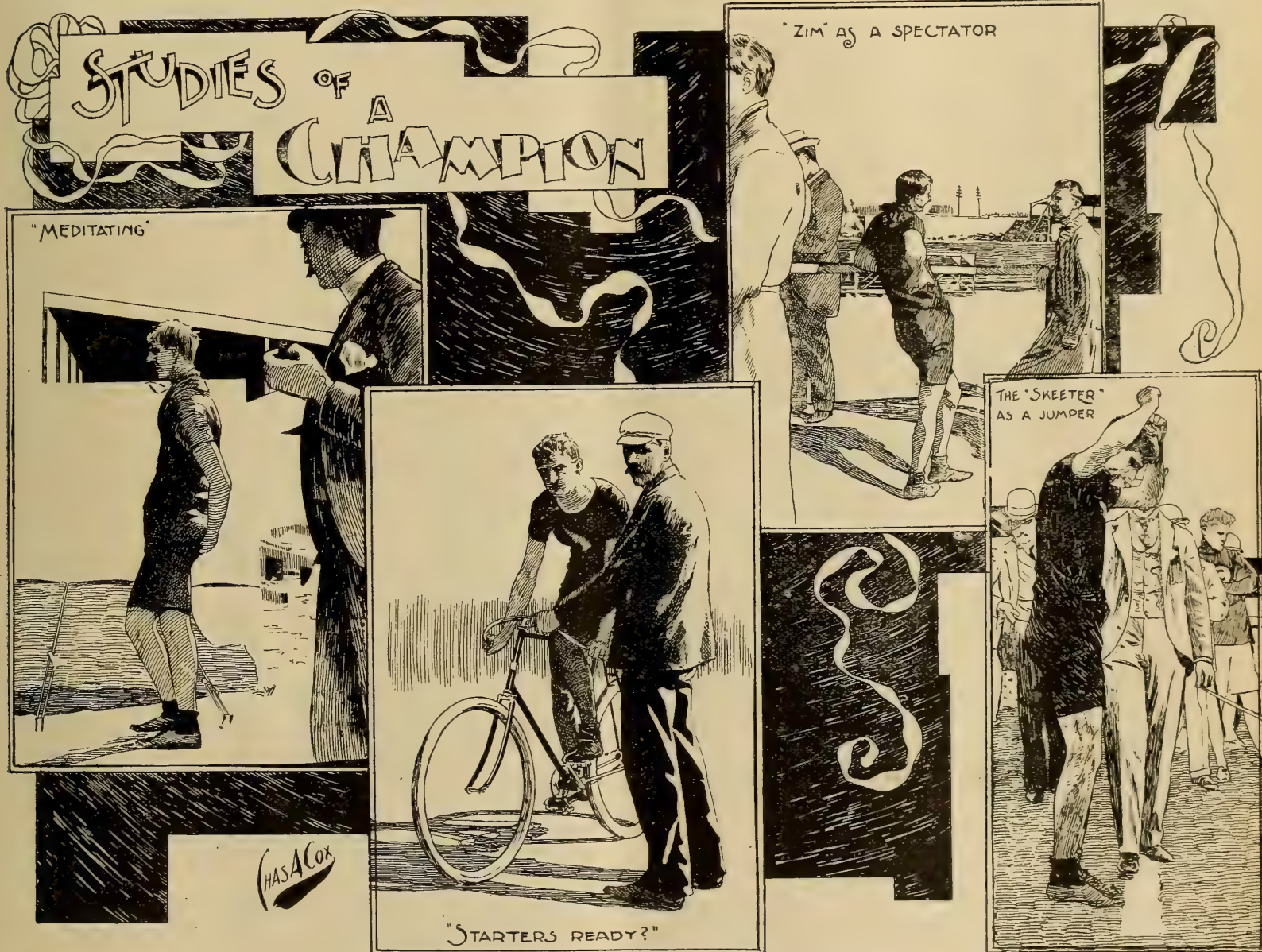


## LESNA'S RECORD RIDE.

How the Swiss Lowered Shorland's Colors in the French Twenty-Four—Lumsden Injured.

The first 24-hour path race held in France did not seem likely to be favored with any great measure of success. From the very beginning a dampness was cast upon the proceedings by a steady fall of thin rain, which made its unwelcome appearance several times during nearly the whole of the race. The wind, too, was gusty and unpleasant, and the air raw and cold. Under these circumstances the Velodrome Buffalo was not the most comfortable of tracks for the would-be record breakers, whose falls upon the slippery cement were numerous. The start was given soon after 5 o'clock on Saturday evening, when sixteen cyclists, including three Britishers, were sent on their way. These three were Lumsden, Lewis, and Delancey Dods. A good pace was kept up during the first hour, with Baze leading. Ouzella and Tissot were soon lapped, and Corre, the remarkable Corre, who has

laps. Lumsden continued riding somewhat heavily, and it was obvious that he was suffering badly. At the end of 13½ hours he stopped, complaining of severe pains. Upon examination it was found that Lumsden had in his fall broken his collar-bone, and that a gaping wound had been inflicted above his thigh. It required a good deal of care to remove his clothes, which were saturated with blood. The force of will and the stoicism which he displayed were, says a French journal, "simply frightful." While suffering so badly, Lumsden had ridden no less than fifty-six miles. But for this deplorable accident, it is nearly certain that Lumsden would have won the race, and the first prize of £40. Relieved of his formidable adversary, Lesna continued to add to his lead, and began his onslaught upon the records at sixteen hours, when he had covered 473.846 kilometers. This was the signal for a wild outburst of enthusiasm. Lesna beat Dubois' 500 kilometers, by 8 minutes by riding that distance in 17:02:00, and the record for 350 miles was beaten by 6 minutes. At 21 hours Lesna was twelve kilometers in advance of Shorland; at 22 hours the advance was 16.217 kilometers; while



promised so much and done so little, found himself, at the end of nineteen kilometers, a long way behind the leaders. From this point we are unable to give an accurate description of the racing, as, owing to a lack of courtesy on the part of the Velodrome management, our correspondent has been unable to get his card of admission renewed, says *Bi-News*. We can state, however, that after the first hour the leaders were Lumsden, Lesna, Lewis, and Meyer. The Welshman evidently very soon found himself in difficulties, for he stopped twice during the first three hours, and lost several laps. This left the Scotchman, Swiss, and Frenchman with a good lead. At midnight, Meyer, the favorite, had dropped behind, and the third position was taken by Corre, who was five laps to the bad. Several riders fell. Tissot seemed at first to be badly hurt, and was laid out upon the grass, but upon examination it was found that he had only grazed his ankle. De Baeder fell for the second time, and had to give up, while Rivierre had lost a good deal of ground through a fall.

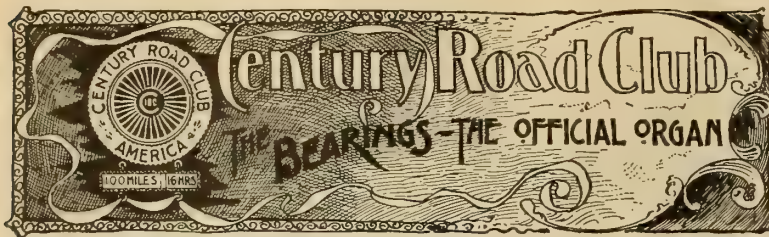
It was then the turn of Lesna and Lumsden, the two leaders, who came together with an awful crash. Lumsden was up in a moment, and by a magnificent sprint gained a lap before the Swiss could get on his machine. It seemed now a good thing for Lumsden. The Scotchman, however, soon afterward stopped a little while, during which time Lesna got a lead of six

the 400 miles were covered in 22:11:34. Well paced by Stephane and Dubois on a tandem, Lesna equaled Shorland's 24-hour record at 23:38:52. This success was greeted with loud cheers by the excited spectators, while the band played the Marseillaise and the Russian hymn. Lesna was loaded with flowers, and made a triumphal finish to his ride by covering 696.518 kilometers—435 miles 472 yards—beating the record by nearly seven miles. Rivierre was second, with 654.373 kilometers; Corre third, 624.852 kilometers; Feunel fourth, and Dun fifth. Lewis and Delancey Dods had given up. During the whole of the 24 hours Lesna only stopped two minutes. Lesna is a Swiss by birth, but is naturalized French, so that the record is supposed to be held by a French rider.

### Meintjes' Records Will Stand.

When Meintjes broke the three, four, and five mile records at Springfield, it was reported that they would not stand, as it was stated that Referee Culver was a professional. The originator of this story is entirely wrong. Culver was a member of the L. A. W. in good standing to all intents and purposes on September 12, when Meintjes' records were made. Chairman Raymond's letter notifying Culver of his expulsion was not mailed at Brooklyn until September 18. This will give Meintjes the much coveted records.





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PRESIDENT	W. A. Skinkle, Case Bldg., Cleveland
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### Committee Chairmen.

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Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	Wisconsin, Frank Bolte, Milwaukee.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Michigan, W. E. Metzger, Detroit.	England, Maj. Knox Holmes, London.
Minnesota, Colie Bell, 703 Nicollet Ave., Minneapolis.	France, A. G. Roux, 54 Boule. Du Temple, Paris.

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S. H. Norris, 2116 Second Ave., Birmingham, Ala.	Chancy F. Jones, Willoughby, Ohio.
Clifford Cohoon, East Lake, Ala.	Herbert J. Rose, Willoughby, Ohio.
Ped A. Hickman, Cleveland, Ala.	Frank Detrick, Coal Ex. Bldg., Wilkes-barre, Pa.
R. C. Manley, 523 Louisiana St., Lawrence, Kan.	A. W. Caine, Jr., 529 E. So. Temple St., Salt Lake City, Utah.
Chr. Wassmann, 729 Wells St., Chicago.	

## JOHN BULL WANTS RECORDS.

### English Riders Make Strong Efforts to Make New Figures for the Mile—Other News.

LONDON, Sept. 23.—The unpaced mile trials attracted a small but appreciative crowd to Herne Hill today. A windy, chilly afternoon, with bright sunshine alternating with light showers of rain, made the conditions anything but favorable for the occasion. Appended are the results:

	¼ Mile.	½ Mile.	¾ Mile.	Mile.
F. A. Millard	:34 2/5	1:10 3/5	1:51 3/5	2:32 2/5
F. Pope	:33 4/5	1:07 2/5	1:44 4/5	2:23 1/5
F. Pope, second attempt	:34 3/5	1:06 3/5	1:41 3/5	2:18 3/5
M. B. Fowler	:35 1/5	1:09 3/5	1:49	2:29 1/5
T. Relph	:34 1/5	1:07 1/5	1:44	2:19 3/5
T. Relph, second attempt	:35	1:08 3/5	1:44 2/5	2:19 4/5
J. Atto, aged 62 years	:43 3/5	1:27 1/5	2:13 3/5	3:01 3/5
A. Southwell	:38 2/5	1:15 2/5	1:55 4/5	2:34 4/5
A. Southwell, second attempt	:37 3/5	1:14 4/5	1:54 4/5	2:34 2/5

L. Stroud on a tricycle, paced by Osmond and Merry, did a flying quarter in :31 4-5, 4-5 seconds inside previous best record. Osmond and Merry, on a tandem, tried an unpaced mile, but failed to do any good, riding the mile in :27 1-5. This was with a flying start. The English record for an unpaced mile is Zimmerman's 2:19 2-5, which was beaten first by Relph and next by Pope, as shown above.

### The Quarter-Mile Record Lowered.

Last Thursday evening found the Herne Hill habitués in a short-distance-speed mood. No less than five attempts at record were made, and not without some success. First came T. Relph, the Birmingham flier, who attempted to improve on Harris' mile record of 2:07 2-5, but although paced by Osmond and Merry, tandem mounted, he only succeeded in tying these figures. A. W. Harris and J. Aram—a novel tandem combination—next went for Osmond and Merry's tandem world's record of :28 2-5 for the flying quarter, and easily succeeded in doing :26 4-5—a new world's record. Trying subsequently to lower Osmond and Merry's mile time, the same pair could only do 2:09 4-5. Continuing riding, however, for the flying mile, they did that distance in 2:06 1-5, or 3-5 seconds faster than Osmond and Merry's starting mile time, thus performing the fastest mile ever ridden in England on any machine. Osmond and Merry tried to still further reduce the flying quarter, but a rising wind and approaching darkness caused their effort to fail, only :28 1-5 being done. Pem Coleman took the times.

### England Regains Lost Laurels.

On Friday evening Herne Hill was again the scene of attempts at

records. T. Relph made another attempt to cut down the mile time held jointly by himself and Harris. Relph commenced well, doing the half in 1:03, but falling away after this, he only accomplished 2:08 4-5. A. W. Harris then removed from the books the last British safety record held by a foreigner, viz., W. C. Sanger's :27 4-5 for the flying quarter mile. Harris, who rode splendidly, put up the new figures of :27 1-5. Next came Stroud, who demolished A. F. Ilsley's tricycle mile record, made at Herne Hill last July, by 2-5 seconds, doing 2:28 flat for the full distance. Coleman, as usual, timed.

### Brighton and Back Record Broken.

For two consecutive weeks public attention has been riveted on the Brighton and back record course. S. F. Edge, it will be remembered, started operations on the 12th inst. by his brilliant performance described in my last letter. On Monday last A. E. Knight, a comparatively unknown man of the Daneville C. C., succeeded in putting down the record to 6:10:29, or 3 minutes 19 seconds faster than Edge's performance. This stood for a day. Early next morning C. A. Smith (whose unsuccessful attempt I referred to last week) started in hot haste and before midday a wire announced that he had got through in 6:06:46. Then all was peace until yesterday, when S. F. Edge again took the war-path. Although twice compelled to adjust his saddle and thrice thrown off his seat near Brighton on the down journey, owing to the prevalence of mud, Edge put in a startling performance, taking off no less than 14 minutes 16 seconds from C. A. Smith's time for the 104 miles. Edge's time was 5:52:30, which ought to keep matters quiet for an interval at any rate. Had Edge chipped off another 7 1-2 minutes, his average pace would have been eighteen miles an hour throughout, certainly a phenomenal speed over such a hilly and trying course.

On Thursday Tom Parker rode from Birmingham to London and back in 13:40:40, beating the previous best (Newey's), by nearly 48 minutes.

On the same day the 100-mile tandem safety road record, standing to the credit of M. A. Holbein and A. Brown in 5:36:00, was beaten by W. H. M. Burgess, of the Anerley and North Road, and F. Cole, of Chatham, also a North Road man. This pair took off 6 minutes from the previous best, riding from Hitchin to Peterborough in 5:30:00.

### A Relay Ride Proposed.

Colonel Savile proposes the holding of a relay ride between London and Edinburgh, a distance of 400 miles roughly estimated. Forty riders will be required, and 20 hours is the marvelous minimum to be aimed at, each rider going ten miles. Unless some of the big road clubs take up the idea there is little chance of the initial difficulties being overcome.

Last Saturday the first 100-mile path championship under N. C. U. management took place at Gosforth, Newcastle, being arranged by the Newcastle Center. The winner was W. Renner, of Belle Vue, whose time was 5:33:44 3-5.

At Kensal Rise last Saturday the Pegasus C. C. held a 12-hour ride on the track. The winner turned up in H. Ebdon, who did 202 miles 1,600 yards in the allotted time.

A 24-hour road ride, promoted by Johnny Price, of the Stanley Club, is in progress as I write. Second-class men only are taking part and very meager details have yet reached me. L. J. Ware is leading.

### A Woman Record-Breaker.

LONDON, Sept. 16.—Miss Jessie Reynolds, a sixteen-year-old cyclist of Brighton, did a very creditable ride last Sunday from that watering place to London and back. Her time was 8:38:00, which is equivalent to twelve miles an hour average pace; excellent going for a lady on a windy day and on a hilly road. Miss Reynolds wears a modest, inconspicuous costume consisting of a jacket, knickerbockers, and hose, and is well known in Brighton as a strong and graceful rider. *Cycling*, in an editorial, has perpetrated a vulgar attack on this interesting and plucky young lady, which has provoked no little comment and disapproval among those who know her.

### Harris Rides a Fast Half.

On Wednesday evening A. W. Harris endeavored to lower the half-mile record at Herne Hill, but only succeeded in tying his own previous best, viz., 1:03 1-5, which was made when he went for the mile recently. Next evening, however, he was successful in doing half a mile in 1:03 3-5, which is 1-5 second inside Zimmerman's world's record made at Hartford, 1892. [Tyler holds the competition record at 1:01 2-5, standing start.—ED.] On the same evening Osmond and Merry went for the world's tandem records for three-fourths and one mile. Their own previous best was 2:07 4-5, and they succeeded in doing 2:06 4-5 for the mile, taking also the three-fourths en route. Pem Coleman timed. G. E. Osmond contemplates further attempts on the hour's records for single and tandem safeties, and Harris has in view the reduction of the mile to 2:05.

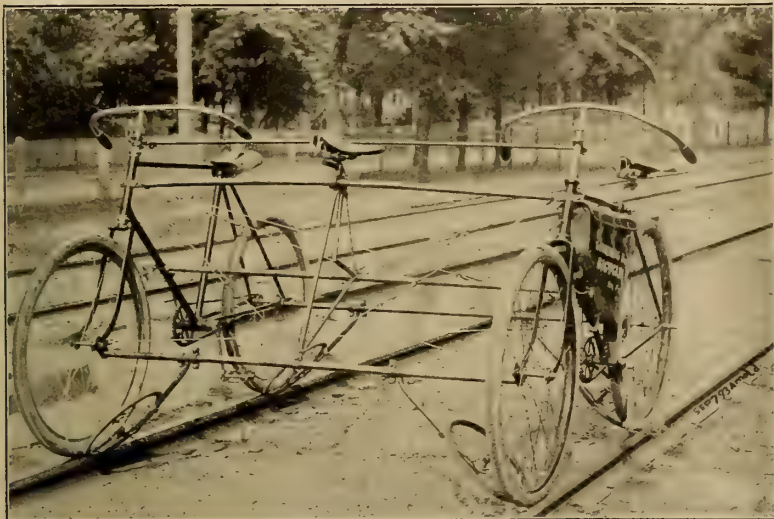
W. Duncan, the Scottish crack, accomplished a fine performance in a 12-hour road ride over Scotch roads, covering 192 miles. But for half an hour's delay over a puncture, he would have beaten Shorland's 12-hour distance in the recent 24 hours. When the inferiority of the Scotch roads to those in the fen district is considered, this performance is little short of marvelous.

In hastily recording the Surrey race meeting last week, I erroneously stated that Harris scored his first share in a new cup, having won the previous one outright. This is not the case. Harris scored his third win last Saturday and the cup became his own property. C. W. HARTUNG,



## A RAILROAD TANDEM BICYCLE.

Schoening Bros., bicycle dealers at Oak Park, Ill., have turned out a machine which can be used upon railroad tracks. Two bicycles are coupled together by rods and four ordinary wheels are fastened in such a position as



to press against the rails and act as flanges. These can be turned up so as to be out of the way for use upon the street. The Schoening brothers have ridden fifteen and one-half miles (from Wheaton to Oak Park) on it in 32 minutes. The machine is geared to seventy-two inches.

and if it be easily detachable, very little trouble will allow of the chain being removed and thoroughly cleansed. For next season great improvements in tires may be expected, and from experiments made by the pioneers in the pneumatic movement it would seem that as yet the wheel world has by no means got to the bottom of the tire question. Nearly all the tire companies have something new in hand for next year. Up to the present the puncture difficulty has not been grappled with in any thoroughly satisfactory way. It would seem as though speed and immunity from puncture are two entirely opposing characteristics, and the tire that has the one can not possess the other. But more than one tire which can come unharmed out of conflict with nails and similar engines of destruction has been proved satisfactory for road use. Previous experience has shown that early shows are preferable to late, on all accounts. It is, of course, something of an anomaly to have the '94 shows held during '93, but there seems to be no help for it, and merely sentimental reasons must not be allowed to weigh in the balance against practical utility. As a business, the cycle trade is essentially a bird of the summer, and it will be much better for the makers, as well as for the men they employ, if the trade can be made a permanent rather than a seasonable one; and early shows work toward this good end by practically making the end of one season the beginning of the next. There is an erroneous class that will not order until after the show is over, and the demands of this class, coupled with the orders from agents, tax the makers' resources to the very utmost, because (if the shows be late) everybody wants his machines at once. Early shows do away with this immediate demand and tend to spread it over a more extended period.

### News Notes from Peoria.

PEORIA, ILL., Oct. 2.—The third annual century run of the Peoria Bicycle Club, which was scheduled for yesterday, was postponed on account of the rainy weather and bad condition of the roads. The weather permitting, it will be run next Sunday. The course is to Bureau (fifty-two miles) and return. It will be participated in by a great many.



WM. VAN WAGONER AND WIFE ON THEIR STEARNS TANDEM.

## LOOKING FORWARD.

We incline to the opinion that for next season the tubing used will be of somewhat larger diameter, especially as regards the bottom rear stays; that gear cases will enjoy an even greater popularity than has been the case in the past, and that the tendency will be to return to the lighter and easier running block chain, instead of the heavy and rattling roller, says the *English Cycle Record*. We do think that a little more attention might be paid to chains. Too frequently, even in the best makes, the pitch is not dead true, and as a consequence the chain is not as perfect as it should be. It would pay many firms to devote some care to just turning out chains as correctly as possible, even if the cost were double that of the present article. In such a matter as this the public will insist on having the best, no matter what the cost may be; and we think it would also pay the makers, in consequence of the increased satisfaction to arise. Gear cases will have to be made easily detachable, and comparatively dust-proof. We regard the latter point as of infinitely more value than that of containing oil. The chain can always be well lubricated if the case be comparatively dust-tight;

As yet very little interest has been manifested in the coming election of the Illinois division of the L. A. W. Circulars have been received announcing the fact that A. A. Billingsley, of Springfield, will be a candidate for the office of chief consul, but this news is not received with surprise, as it has been known for some time that Billingsley had aspirations in that direction.

A number of Peoria's fastest riders will race at the fair to be held at Chillicothe the latter part of next week.

The bicycle club members who had the races under their management are highly elated with the success they met with. For the time and money expended, the returns were much larger than at any previous race meet given by the club.

A football eleven is being organized by members of the Peoria Bicycle Club, and they expect to do up any other eleven in this vicinity.

A bicycle messenger service has been established in Atlanta, Ga., and a regularly organized company hires boys for the purpose of carrying "rush" messages.



# Record Broken By 9 Days 2½ Hours.



ANOTHER GREAT TRIUMPH!

"They're coming Swift"



## ...On Fowlers

1300 Miles on a regular Fowler wheel fitted with Morgan & Wright Tires.

NEVER TOUCHED A NUT.

NEVER MADE AN ADJUSTMENT.

NEVER HAD A PUNCTURE OR BREAK.

699 MILES OF THIS WAS OVER RAILROAD TIRES AND TRESTLE.

WHAT bicycle manufacturer can equal this meritorious performance? SPEAK UP!

HILL CYCLE MFG. Co., Chicago.

AUSTIN, TEX., Sept. 13, 1893.

GENTLEMEN:

After 16 days 2½ hours of hard riding I finished my 1,300 mile ride from Chicago to this point, and the way the "Fowler" stood up was truly phenomenal. My weight, as you know, is 184 pounds, and taking into consideration that I rode over 699 miles of bridge and trestles, varying in length from 15 feet to 4 miles, and that I did not touch a nut or make an adjustment on the wheel during the entire trip, I think it is truly wonderful. I examined my bearings after the journey, and they were as smooth and perfect as when they left your factory. The dust-caps are truly worthy of the name—as they excluded all dirt and grit. The Morgan & Wright tires on my wheel gave me absolutely no trouble—not a puncture or break; and I only used a pump to inflate the tires to suit the condition of the roads.

The former record for this trip was 25 days 5 hours and for 200 miles less distance. I congratulate you on making such a wheel, and also the makers of such a good tire.

I saw the splendid showing your wheel made at the International Tournament, and how pleased and satisfied all its riders were, and I concluded to get a "Fowler" for my long journey and I have no reason for regret, not the slightest for so doing. May you have the success your splendid wheel merits.

Yours sincerely,

P. VON BOECKMAN.

This man did not get a single penny either from us or the tire makers, direct or in the usual ways of bicycle manufacturers who hire amateurs; didn't get a present himself, or his father, his mother, or his wife; didn't get it through a trainer, manager, inducer, hired man, or club. Von Boeckman could not afford to take any chances

SO CHOSE---AND CHOSE WISELY---THE FOWLER.

Do You Catch Our Drift?

AGENTS...

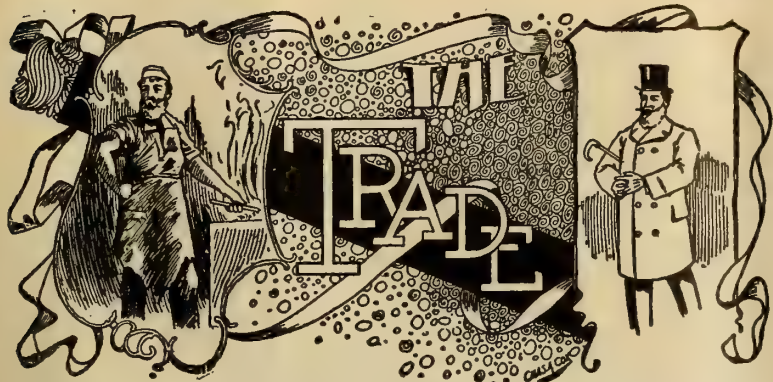
*This kind of a wheel  
there is something in  
--besides spending all  
your time in repairing  
for the boys.*

## HILL CYCLE MFG. CO.

142-148 W. Washington Street, CHICAGO.

MENTION THE BEARINGS





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

*The Bearings Publishing Co., Chicago, Ill.*

*Gentlemen: We are pleased to inform you that we have had a great many valuable inquiries in the last week or two from the advertisement in your paper. We make a careful note of every letter that comes in, where they mention the different papers, and we have been pleased with the results from your paper within the last two weeks. Considering the bad state of trade, it is only fair to assume that if the trade had been in the same shape as last year, the inquiries would have been much greater.*

*Yours truly,*

*Toledo, Ohio, Sept. 25.*

*The Snell Cycle Fittings Co.*

### ABOUT CYCLE SHOWS.

The question of a '94 cycle show is now agitating the cycle public. In past years Philadelphia, which originated the cycle show business in this country, has held what has been regarded as the official show. In '92 there were a number of other shows, but all proved fizzles except the Philadelphia affair. The work done by the Philadelphians has been a work of love and they deserve all credit for it. Still the fact remains that their shows have not been satisfactory in all particulars. From the beginning they have been hampered by want of a suitable place to hold their shows. For two years there was lack of room and some of the exhibits were crowded into out-of-the-way places, where they were little seen. Last year the show was held in an old market building, which they found impossible to warm properly, and as a result any number of the attendants were sick during and after the show, and one, we believe, died of a sickness contracted there. This year they are not met with the same difficulties that they have experienced before, as they have secured the commodious Third Regiment Armory at Broad and Callowhill streets, containing 25,000 feet of floor space and fitted in every way to the holding of a model show. With all the difficulties out the way, it would seem that it would be smooth sailing for the Philadelphians. Such is not the case, however, for the Madison Square Garden Company, of New York, working hand in hand with a New York cycle journal and other bigbugs in cycling in that city, who see money for themselves in running a show, are hot after the plum.

We are confronted by the fact, however, that *one* show is all that the cycle trade needs or cares for, and that if two are held one or the other must be a second rater. If the matter is allowed to drift on, it is probable that two shows will be attempted, and the trade will have to pay the piper. It is just here that we see the need of a well-organized trade association. With such an association it would be very easy to decide on the most suitable time and place for holding a show, and with such a decision would end all but the details of the work. In the absence of such an organization a few of the leading makers hold the key to the situation. If they decide to exhibit at one show and at that one alone, the smaller makers will follow their example. If they exhibit at two or more, the smaller makers will be all at sea. If they have the good of the business at heart it is in order, therefore, for the big makers to announce their decisions early and we do not think they can do better than to exhibit at Philadelphia, and there alone. The date that the New Yorkers have selected is altogether too late; the show that they promoted two years ago was a complete fizzle as far as being of any benefit to the trade went. If sentiment is worth considering in a case of this nature, the Philadelphia people are certainly entitled to all the benefits that they may be able to reap from the show, as in years past they have labored hard and without pecuniary profit.

The annual show does a lot of good. It enables the maker to see and profit by the improvements of others; it gives the traveling man an opportunity to meet old customers and get acquainted with new ones, and it helps the retailer to see and compare the different makes and to establish a basis on which to do his buying. Above all, it opens the selling season. The buyer of bicycles does not feel that he is doing himself justice if he buys before he has seen just what there is on the market. Although the amount of actual business done at the show is not as great as many people would

have us believe, still many a salesman there starts the opening wedge which later on leads to good sales.

We want a show, but we want only one, and we want that in the best available place and at the right time. Let the big makers speak early and settle the vexed question.

### TWO SIDES TO EVERY STORY.

A writer in an English Paper, *Sport and Play*, has the following to say of American trade:

"The failure of the Sercombe-Bolte Company, to push whose machines Sanger without doubt came over here, has created a consternation in the trade, at least among such firms as do much business with firms in the States. I wonder that any of our big houses lay themselves out to do business with the Yankees, at least those who have not depots in the country; otherwise they are at the mercy of unscrupulous men. I have a friend who graduated in the office of an accountant, whose practice lies chiefly in bankruptcy, and he tells me that in case of any estates which went through their hands, which had assets in America, these were always classed as doubtful, and 'nary a penny spent in collecting them. I heard of a case recently where a firm executed an order for 200 cycles, for an American house, and heard nothing from them until time for payment came round, the machines in the meantime having been received and sold. Then, however, the English firm were told to get their money as they could, and that if they pressed their claim in the courts, it would be met by a counter claim for loss of profit owing to the machines being delivered a fortnight after time. An English firm—unless, as I say, it has a depot in the States—who does business on the other side of the Atlantic is running a terrible risk. There are plenty of honorable men in the American cycling trade who might be trusted to any amount to which they might wish to purchase, but where there exists an almost impossibility of enforcing payment, such trade is not worth doing. Yet so keen is the competition that there are some of our firms so anxious to do business that they will trust almost any one."

There is a great deal of truth in what the Englishman writes, but we will be making no misstatement when we say that the fault usually lies with the English house in cases of loss. A careful investigation into the financial standing of the houses to which they sell would prevent three-fourths of the losses. Too often English firms send salesmen to this country who are either incompetent or negligent in the matter of looking up credits. The English scribe, we are glad to note, does not set the whole American people down as a set of dead-beats.

But there is another side to the story. We know of a number of English makers who bear, as near as we can learn, an enviable reputation in their own country, who have shipped here, as high-grade goods, machines that would be a disgrace to a maker of medium-grade goods. It is at best a precarious matter to do business with a firm so far away that it takes a month to get an answer to a letter. Communication by cable is expensive and unsatisfactory. Tedious and exasperating delays, shipments that are not what are wanted, and a host of other annoyances are sure to be the result. When we add to this the fact that sometimes the English salesman deliberately makes misrepresentations, we can see the difficulties that beset a firm who attempts to buy goods in England to sell in America. We have a case in mind:

A salesman for one of the oldest and best-known manufacturers in England came to this country, and on the representation that he was selling the company's highest-grade goods closed a number of contracts. He gave it out that the wheels were all ready for shipment and in at least one case guaranteed that the first shipment would arrive within three weeks from the day he took the order, which he agreed to cable. Nearly two months passed and when the goods finally did arrive they turned out to be, instead of the high-grade machines that were ordered, a lot of the company's second-grade goods, which would not sell here for what they cost. The people who had given the order had in the meantime made every preparation for a big year's business. They had rented an expensive store, advertised extensively, and had engaged a high-priced man to look after the business. When they received that shipment of goods they were all at sea as to what to do. They took the bull by the horns however, and sent their manager to England. He was away less than a month but came to a satisfactory understanding with the English firm, who repudiated their salesman's contract, but made another which was satisfactory. The whole difficulty lay in sending out a salesman who found it easier to lie than tell the truth. The delay was fatal to the interests of the wheel and its buyers. The first order was given about the middle of March and the first small shipment arrived in the middle of June—when the selling season was practically over. The result was that all the advertising and other expenses that the buying firm had incurred were almost a total loss. In his dealings with other firms on this side the salesman pursued almost the same tactics as with the one mentioned. Of the half-score or more of agents that he appointed, his firm did no business of any account but with two or three, and with them only because they got too deep into the matter to back out without great loss.

This was in 1891. The next year this same salesman came over on the same errand for another English house. His record on that trip was on a par with that of a year before. This year again he is attempting to sell in



the United States for still another firm. Needless to say his receptions become less and less cordial as he becomes better known. At the present time some 1,200 wheels that this man took orders for last year are lying in the New York custom house, a monument to his methods of doing business.

The salesman bears the name of Stephen Golder.

Our own experience with the English trade has been worse than the English writer would make out that of his manufacturer in America. In fact, our losses on English advertising have been so great that we have for some time made no attempt to get English business, and have refused all such business unless the house had an American branch, or was among the dozen or so firms whose integrity is as well known as their financial soundness.

#### A TRADE ASSOCIATION NEEDED.

"It seems to me," said a well-known English manufacturer the other day, "that the American trade is almost at the mercy of the clubs in the matter of shows. Why don't the American manufacturers form a trade association for the purpose of giving their own show annually, instead of being pulled into the shows on the present plan, whether they are ready or not. The same action should be taken here against this thing as was taken in England against the Stanley show. Let the trade give its own show. This New York show that is proposed is simply for the benefit of the owner of *The Wheel*. He is the prime mover. He and Sheehan will receive more benefit financially than all others combined. This should not be."

We think this view of the matter is correct. A trade association, such as suggested here, would be of benefit in more ways than in exhibiting wheels. Prices and discounts could be arranged, the disposition of surplus stock, by a joint arrangement, could be effected in such a manner as to not so seriously affect the retail trade, and a more pleasant feeling would exist between the manufacturers if such an organization was effected.

#### Raleigh Plans for '94.

Frank Bowden, the genial president and managing director of the Raleigh Cycle Co. Ltd., informs us that his firm have just completed the purchase of the Draycott Mills estate near Nottingham, Eng., and will enlarge their manufacturing plant. This estate is two acres in extent, over one acre being covered with buildings—twenty in number—especially constructed for bicycle manufacture, the largest one being 85x198 feet. All the buildings have splendid light. The large one has five lines of shafting already in place. Machinery is being set as fast as possible. These new works are nine miles from Nottingham, five miles west of Beeston, and when running full force will employ between 700 and 1,000 men. Work will also be continued at the old factory in Nottingham.

Eighteen hundred and ninety-four prospects are so bright that the Raleigh Cycle Co. expect to double this year's output—in fact, assurances are received from the American branch and their Canadian agents, Messrs. Bowman Hardware Co., of Hamilton, Ont., that warrant this belief. A depot for the purpose of supplying western and southern trade will be established in Chicago at an early date. 'Tis almost needless to say that Mr. Bowden is pleased with the phenomenal success of the Raleigh in America.

#### Palmer Closes a Big Deal.

John F. Palmer has been in England for several months negotiating with a syndicate which wished to purchase the foreign rights of the Palmer tire. A cablegram to the Palmer Pneumatic Tire Co. informs them that the deal has been consummated, but no details are yet to hand. Rumor has it that £50,000 was the consideration. Steps are being taken to manufacture the famous tires in England and a factory will soon be opened up there. The Palmer tire has met with much success abroad, though Mr. Palmer has had an up-hill fight to have his wares recognized. Many of the English cracks are now riding Palmers.

#### World's Fair Awards.

As an example of the farce called awards at the World's Fair, the following may be cited as the most exasperating: A well-known large manufacturing concern, exhibiting a full line of wheels, included in their exhibit an 1892 model machine. Imagine the consternation of their president when he read the award, to find that 1893 models had been completely ignored, while the 1892 machine was honored, along with a mention of their racing machine, of which we understand they have built but three.

#### Bargains in High-Grade Wheels.

KANSAS CITY, Mo., Sept. 30.—The sheriff's sale of W. D. Womack's stock-in-trade yesterday was largely attended, and the bidding on the better class of goods was very spirited. The cream of the stock was half-a-dozen Telegrams. One of these, a ladies' wheel, was knocked down at \$60, and the balance brought from \$46 to \$55. A new ladies' Monarch was sold for only \$33. The cycling sundries were sold at ridiculously low figures.

#### P. & M. Saddles.

Persons & Muller are at work on their new patterns in saddles, which they will have done shortly. The models they are working on now in connection with their racing saddles, which proved so popular this year, will

give them a line of five different styles. Mr. Persons will shortly make his annual tour among the manufacturers with their new line of goods. Their present facilities are being largely increased and with additional help they expect to turn out a great many saddles this year.

#### The Keating Co. Weathers the Storm.

The Keating Wheel Co., of Holyoke, Mass., has had considerable difficulty in weathering the financial storm, but it looks like smooth sailing now. L. E. Moore, of Palmer, Mass., had agreed to purchase one-half of the stock of the concern and to put it on its feet. Other business arrangements forced him to relinquish his plan. The stockholders were nonplussed for a time, but now see their way clear as Charles D. Rood, of Holyoke, has agreed to take hold of the Keating Co. at the same terms that Moore had made. When he has done so the company will once more be upon firm ground and prepared to resume the manufacture of bicycles.

#### Rich and Sager Saddles.

The Rich & Sager Beauty child's seat has been awarded the World's Fair prize for that style of conveyance. These seats are being daily shipped from the Rochester factory to every part of the civilized world. Of the sixty-six starters in the Buffalo to Pittsburg race last Friday, nearly 50 per cent. were seated on Sager saddles. Orders for these saddles are rapidly pouring in from all sections of the United States and Canada. Next year's styles are a revelation to all makes of '93.

#### L. M. Wainwright's Bereavement.

Mrs. L. M. Wainwright, wife of the president of the Central Cycle Mfg. Co., of Indianapolis, died at Noblesville, Ind., September 28, after a protracted illness of nine months. The funeral took place at Noblesville last Sunday.

#### Another Syracuse Failure.

The sheriff descended upon George H. Harris at Syracuse, N. Y., September 21, and closed him up on executions issued on two judgments for \$1,916.71 and \$367.91. The liabilities figure at \$2,500 and assets at \$4,500. Harris was central New York representative of the G. R. Bidwell Cycle Co.

#### The Sylph Secured an Award.

By an oversight in printing the list of awards made at the World's Fair we failed to state that the Sylph, made by the Rouse-Duryea Cycle Co., of Peoria, was one of the fortunate ones to secure an award.

The Recording Instrument Co., makers of the Novelty cyclometer, have recently moved from their old quarters at 22 Chapin Place to No. 602, Chamber of Commerce, Boston. The success scored by the Novelty cyclometer during 1893 entitles it to rank as A1.

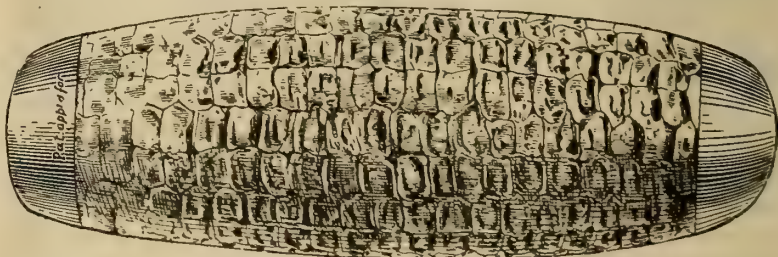
The Standard Cap Co. are going to put several novelties on the market for next season. This house has done a large business in caps this year and is very much encouraged over the prospects of another year's trade.

#### Why Johnson Lost.

E. C. Stearns & Co., in their weekly bulletin the "Yellow Fellow," give the following reason why Johnson did not ride at Springfield: "Johnson was prevented from taking part by an ulcerated tooth, a bothersome affliction, at which he might have a right to grumble were he not quite in the fashion with the president of the United States. Like the president, the young champion was obliged to leave his post temporarily for treatment."

#### Corn-Cob Handles.

The National Cycle Co., of Fitchburg, Mass., have put on the market a handle made of corn cob. They claim that the handles are durable, absorbent, clean, and beautiful. They are nicely finished with German silver tips. Their circulars say that "protracted use upon bicycles has shown them to be very superior and desirable, not making the hands sore or calloused. They do not quickly become soiled or present an unclean appearance, while



they afford an indescribable but satisfactory feeling to the hands of the user, and withstand much violent usage without damage."

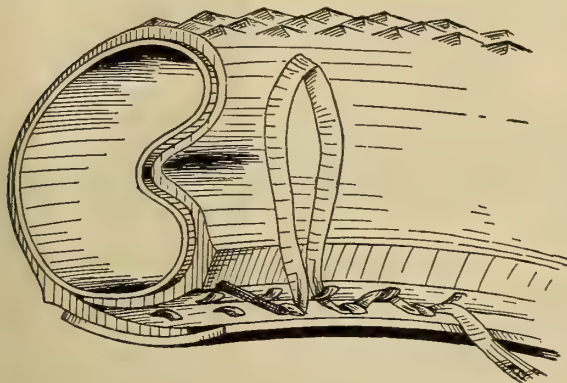
It is said that one of the largest manufacturers in the east has placed an order for over 10,000 pairs and will fit them to all of his wheels for next year. They really present a very handsome appearance. Parkhurst & Wilkinson will supply the trade around Chicago and in the northwest.

The National Cycle Co. have just finished a very fine specimen of the chainless safety on lines similar but more beautiful and simple than those of other chainless wheels. Their machines weigh under thirty pounds for a light roadster and twenty to twenty-two pounds for a racer. This wheel will be ready for market at a very early date.



### Advantages of the Loop Tire.

"An inner-tube tire that can be permanently repaired at any point where a puncture occurs, in from five to ten minutes, without removing from the rim, is a tire that will be appreciated by all, and is bound to replace those mechanically attached and so called self-healing tires," says Manager J. F. Ives, of the Cleveland Rubber Works, of Cleveland, Ohio. His firm have



such a tire. It is of light weight and fully guaranteed for service. It is known as their improved loop tire, so constructed that when deflated or punctured it can not creep or detach itself from rim. By simply pushing the cover to one side (which can only be done when tire is deflated), the loops are exposed; these

are securely bound together with a straight lace, which, in case of puncture, is to be cut at the injured point, thereby allowing the cover to be opened sufficiently to repair the inner tube. After this operation, the loops are again taken up with a shoe lace, the ends of which are to be tied, and the tire inflated. This is admitting that tires will puncture occasionally, but the ease of repair does away with the need of carrying the extra inner tube, as well as the labor and difficulty of removal and replacement. It speaks well for the simplicity of the loop tire.

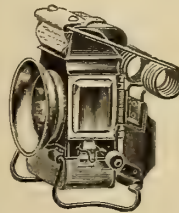
Devices to prevent puncture, always at the expense of resiliency, can be easily applied to this inner-tube tire. The uncertainty of a permanent repair in all single-tube or hose-pipe styles of tires, gives the improved loop tire a great advantage. Being free from all metal attachments to rust and corrode, and not depending upon a special rim, there is confidently predicted for this tire a great future; while the makers have originated a new and novel mode of manufacturing and vulcanizing which will be carefully guarded. The reasonable retail price of \$20 per pair is charged for this tire, and it is being favorably received by the trade. J. F. Ives, manager of the tire department of the Cleveland Rubber Works, is now showing them, together with a plain lace tire, and making large contracts for them. He is also doing a large business in rubber pedals.

### Preparing for the New York Show.

The Metropolitan Association of Cycling Clubs has taken charge of the proposed cycle show to be held in Madison Square Garden, New York. The M. A. C. C. has, if report be true, slathers of money to spend and a score or more able workers to insure success. Said President Sheehan last Saturday, "This is going to be a cycle show the like of which was never seen before. Everything will be as fine as silk. The booths will be of handsome construction and a large platform will be erected exactly in the center of the garden on which we shall have trick riding and championship contests, with all the leading riders participating. We shall also have a moving platform, on which cycle racing contests will be held. A tournament on the track will not be an impossibility—two days for amateurs and another two days for professionals. All the booths from the World's Fair will be there. It will be a gala occasion in the history of cycling. The garden is the place for a cycle show and you can say safely that 'it will be the greatest show on earth.'"

### A Prize Lamp.

The Gormully & Jeffery Mfg. Co. have a right to be proud of their lamps, for the Parabolic No. 2, made by them, was the only bicycle lantern to receive an award at the World's Fair. It weighs but fourteen ounces and throws a strong clear light. It has a full-size wick and an oil reservoir—as large as any generally used in lamps of double the size—which holds sufficient oil to burn constantly for ten hours. The light can not jar out, as the hinged bar on which the lamp is supported is more than twice the length such bars are usually made, allowing the wheel to rise and fall double the usual distance before communicating any vibration to the lamp. The reflector is of true parabolic form, like that of a locomotive headlight, and is removable when required to be cleaned.



### The Sercombe-Bolte Company's Affairs.

MILWAUKEE, WIS., Oct. 2.—Creditors of the Sercombe-Bolte Mfg. Co. will probably hold a meeting soon to determine what to do with the plant. The receivers are completing an inventory of the stock. It is said the Telegram Cycle Co. may be organized by Messrs. Caspar Sanger, John S. George, W. H. Wolf, and F. H. Bolte, the inventor. However, nothing has yet been decided upon.

Frank Bowden, of the Raleigh Cycle Co., England; H. C. Martin, of Buffalo, and S. K. Dingle, of Phelps & Dingle, were callers at THE BEARINGS office this week.

# "Imperial" Model F

REGISTERED TRADE MARK



The wheel of the day. The most popular wheel. The wheel which, in proportion to the time it has been on the market, holds more records than any other made. The typical western wheel. The wheel you should ride.

Retail by

**SIEG,**

275 Wabash Avenue.

SEND FOR CATALOGUE.

**AMES & FROST CO. Makers,**

302 WABASH AVENUE, CHICAGO



## WORDS OF WISDOM.

### "Bolav" Tells the Cause of the Many Failures and Predicts a Hard Winter.

The appalling number of failures in the cycle business during the last two weeks points to a lesson which should have been learned long ago. Some of the older heads have tried to teach this lesson to the world by word, pen, and example, but they have been universally decried and sneered at for their pains, and for the last season scarcely a word of warning has come from them; the lesson has been taught and learned many, many times in other lines of trade, but it would seem that men fail always to profit by the experience of others, and in the present case this axiom is most clearly illustrated. The bicycle is not a necessity; it is a luxury, pure and simple. Moreover, it is an expensive luxury and one that in itself is not by any means a lasting device. Therefore, in order to sell it in a profitable way, it stands to reason that it should be handled by men having a settled business, which lasts from year's end to year's end, and that the price asked for it should be adequate to cover a flexible guarantee cost of carrying over out-of-date goods, etc., not forgetting the very large cost of selling and handling.

Now, as a matter of fact, none of these things have been taken into consideration, judging from the reports of assignments. But great factories have been erected, costly and perishable machinery and stock have been purchased, and expensive advertising most liberally indulged in by men not only without real experience, but, in the majority of instances, without a tithe of the capital necessary to run their business to a successful conclusion. These men have banked upon the popular opinion, so often expressed, that the cycle is an inexpensive machine to make and that the profits were so great that a single year would furnish profit enough to forever run the business. It seems to a man up a tree that less business sense has been displayed by those engaged in the bicycle trade, than by those who engineered the "South Sea Island bubble," or the Panama Canal scheme, for in these two instances the originators at least made money, while in the cycle business projectors have spent, in the wild-goose chase, not only their own but other people's money.

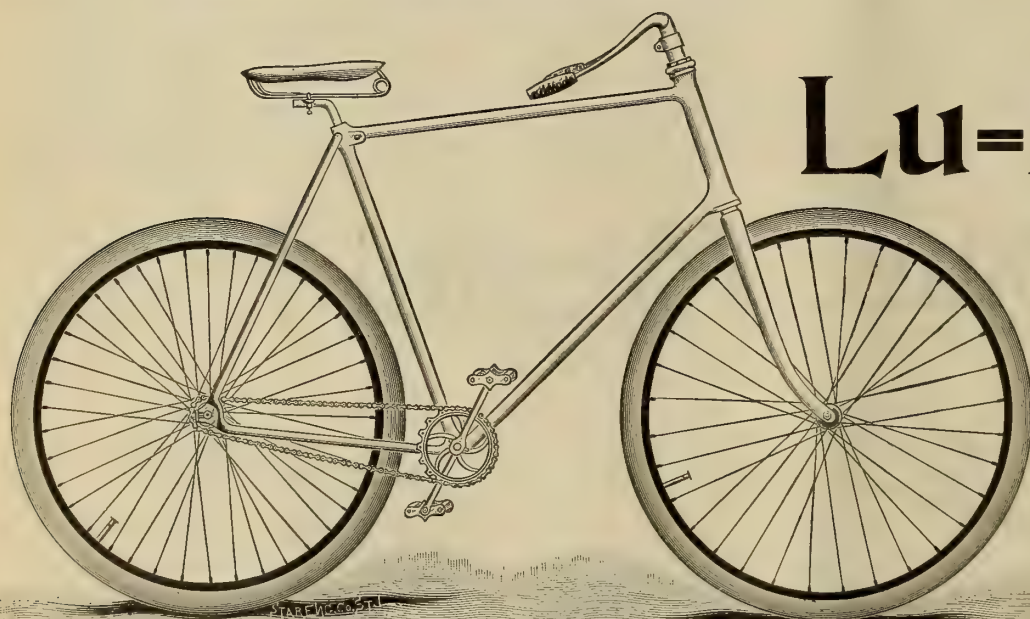
It is not such a difficult thing to raise money to put up a great factory

and to stock it well, but it is a difficult thing (drummers tales to the contrary notwithstanding) to sell an output of even a thousand bicycles; and it is a still more difficult thing to collect the money after they are sold. Particularly is this so under the present method of disposing of goods. The mistaken idea of large profits has led directly up to the unheard of credits which have been extended to small and irresponsible dealers and to large and *more* irresponsible jobbers. It has also been the cause, in many instances, of large credit being advanced to factories by outside business houses in the line of material and machinery, because the "immense profit" theory has permeated nearly every line of trade. Hence the number of hardware specialty, gun, and typewriter manufacturers who have plunged headlong into the cycle-making trade. When money was plentiful and credit good, these numerous, largely capitaled concerns (with unpaid certificates of stock in the company's safe) managed to live and present a fairly good front; but when the crash came, down went the irresponsible dealer and the irresponsible jobber, in came the bills for stock and machinery, and the result is written in Bradstreet's and Dunn's reports: "Blank Cycle Mfg. Co., assigned; liabilities, \$200,000; assets, unknown, but estimated, including stock and plant, at \$30,000."

It is a good thing for the trade that the slump came when it did. There will be fewer failures in '94 than in '93; there will be fewer \$150 bicycles on the market which can be bought at 60 and 5 per cent. from list; there will not be as many pretty offices on Cycle Row, but there will be less grayheaded and careworn men in the cycle business and more legitimate profits made by those who have life enough left to pull through the awful winter ahead of us.

BOLAV.

A. I. Brown, the popular rider of the Lakeside C. C., at Cleveland, has now given his preference to the Triangle racer. He is anxious to lower the Cleveland track record now held by E. C. Johnson and the Triangle. One evening recently he paid a visit to the home of Harry Chapman, superintendent of the Peerless Mfg. Co., to be measured for a new mount, and he is now to be seen upon one of the lightest and prettiest wheels ever made in this country. This company have jumped into the front ranks with lightning rapidity, and from what we can hear they intend to surprise every one with their improvements for 1894. Among the riders of the Triangle are: C. M. Murphy, W. F. Murphy, A. I. Brown, E. C. Johnson, and R. F. Goetz.



MENTION THE BEARINGS

THIS IS THE

# Lu-Mi-Num

The Strongest Bicycle in  
the World

*Backed by the broadest, strongest, most liberal, and business like guarantee ever offered. Send for catalog. Shipments commence soon.*

**ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.**

ST. LOUIS, MO.

Incorporated 1873. Capital \$500,000.

"We Keep Our Promises."



MENTION THE BEARINGS

## GREAT BUSINESS SAGACITY

Is displayed in placing money where it will bring speedy and profitable returns.

A wheel that has been made and used for a quarter of a century and has no failures to excuse, no disappointed customers, and commands the highest cash price is the one to invest your money in.

Our 25-Pound Road Racers are WARRANTED to carry 200 pounds.

You never saw one bend or break by fair treatment.  
They are the Best on Earth.

**JAMES CYCLE IMPORTING CO.,**

250-252 WABASH AVE., CHICAGO.



A chain is only as strong as its weakest link.  
A bicycle is only as good as its poorest part.

One of the most important parts of a bicycle is the oiler. The best oiler in the world is the

## "PERFECT" POCKET OILER.

This oiler is tight and clean; regulates supply of oil to a nicety. Do not take an imitation but see that the word "PERFECT" is stamped on your oiler.

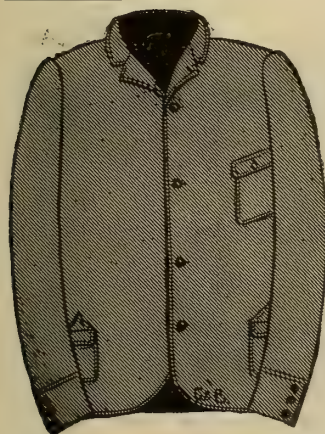


(FULL SIZE.)

Price 25 cents each. Handsomely nickeled.

**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**

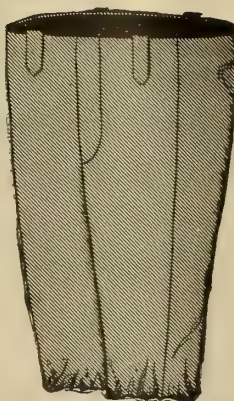
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**WE  
HAVE  
IT!**

The latest and nob-  
biest  
**BLOOMER SUIT**  
on the market.  
A dozen patterns to  
select from.  
Write for samples  
and prices.

**IMMEDIATE  
DELIVERIES.**



**CLEMENTI & BARR,**

289 WABASH AVE.  
CHICAGO.

MENTION THE BEARINGS



## Delighted With It...

OFFICE OF A. CLEMENT SHUTE, M. D.,

Homœopathist, 715 Pittsburg St.

CONNELLSVILLE, PENN., Sept. 12, 1893.

HICKORY WHEEL CO.,

GENTLEMEN:

Your HICKORY "A" has been receiving the hardest possible usage a machine could have (for six months), having ridden mountain roads and cinders by the mile, yet not a puncture; and the wheel today is as sound as when bought, not a loose spoke or nut to be found, and I am delighted with it, as well as many others, who at first were inclined to think it a novelty, but now regard it as the best, after seeing what it has stood by my daily use of same in practice.

The spoon brake is perfect.

Respectfully,  
(Signed) A. CLEMENT SHUTE, M. D.

**Hickory Wheel Co**

SO. FRAMINGHAM, MASS.



Mention The Bearings



**FENTON METALLIC MFG. CO.,**

JAMESTOWN, N. Y.,

MANUFACTURERS OF

**STRICTLY HIGH-GRADE BICYCLES**

THE FENTON ADJUSTABLE HANDLE BAR (Pat. applied for)  
is a special feature of our Light Roadster.

Reliable Agents Wanted.  
Catalogue Furnished on Application.

Chicago Office: 1116 Monadnock Bldg.

World's Fair Exhibit: East Gallery  
Transportation Building, Section  
F, No. 14.

MENTION THE BEARINGS

**\$2 Grip! Grip! Grip! Grip! \$2 Grip, Ti-gar!**

...FOR TOURING USE ONLY...

**THE BOSTON GRIP**

The only grip that can be packed to advantage. You can lock and unlock it while machine is in motion. Spring buckle attachment, black enamel finish, water and dust proof. Its weight is 24 ounces (or 1½ pounds.) We will send you this grip C. O. D., express paid, for \$2.00, or on receipt of postal note.

**SPECIAL NOTICE.**—In ordering, send the following three dimensions in inches: Length of head, length of top frame, length of middle brace. Every grip is made to order and will be sent to you twenty-four hours after receipt of order, all strapped ready to attach to machine. Please mention this paper.

**BOSTON GRIP COMPANY, 109 Kingston Street, BOSTON, MASS.**





# Easy Payments at Wholesale Prices.

..... Dealers and Agents can do business with us without investing a dollar,  
..... and still make their profit.

With our unparalleled prices on various lines of popular and desirable cycles---prices from which liberal discounts are quoted to the trade---and our easy payment terms, was there ever such a favorable opportunity offered for making sales.

OUR PRICES ARE POSITIVE INDUCEMENTS even in these dull times. The best part of the riding season is here and as we make arrangements so that the agent does not have to invest his money, there is no reason why sales can not be made if a little extra effort is put forth. We are shipping a goodly number of wheels every day and expect to sell several hundred yet this year. Write for catalogue and discounts, also easy payment terms.

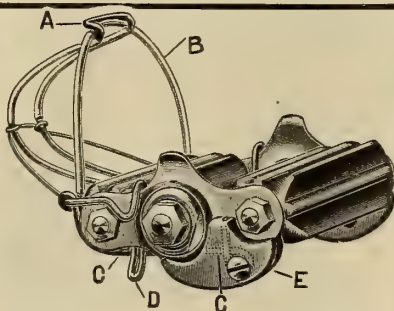
## ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL.

Manufacturers; Oldest and Largest Dealers in the United States.

MENTION THE BEARINGS



Road Racer, Style N N, Special Top, No. 12.



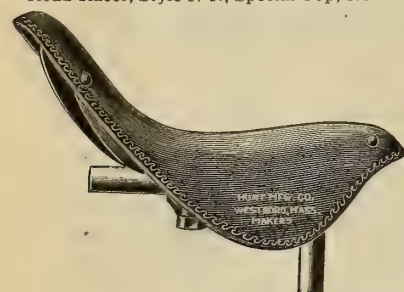
The leading Toe Clip on the market for either rubber or rat-trap pedal, 50c. per pair.



SQUARE AND ROUND  
TOOL BAGS OF  
ALL  
SIZES AND QUALITIES.



Road Saddle, Style J, Special Top, No. 8.



Track Racer, Style N, Special Top, No. 15.



Style E, Pneumatic Saddle.

SEND FOR CIRCULARS AND PRICES TO

### HUNT MFG. CO.

WESTBORO, MASS.

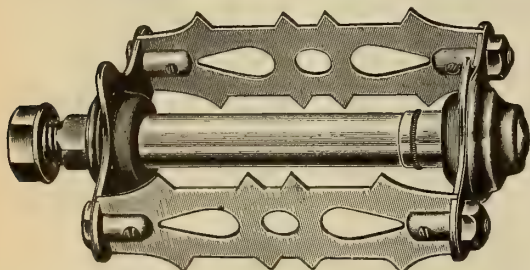
Licensed to Manufacture Under Garford Patents.

MENTION THE BEARINGS

## CURTIS PEDAL

Set of Four Plates and Screws \$2.00 POST PAID

AN ABSOLUTELY DUST PROOF BALL PEDAL.



**\$7.00**

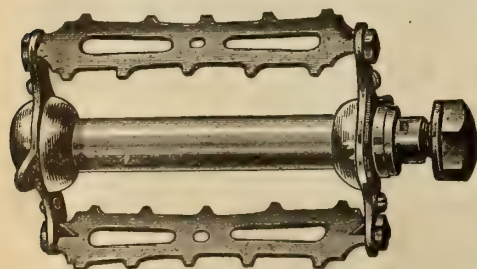
The ends are cold pressed from the Best Steel, hardened and ground.

A liberal discount to the trade.

8 5-8 INCHES LONG.  
PATENTS PENDING

THE REED & CURTIS MACHINE SCREW CO.  
WORCESTER, MASS.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that they can put into the same pedals as the rubbers are used in.



WEIGHT, 10 OZ.

This is the Only Rat-Trap Pedal in the World Having  
**DROP-FORCED FOOT PLATES.**

High grade in every respect. Steel Balls and Bearing Cases.  
Ball Bearings for Wooden Wheels.

**NIAGARA MACHINE CO.,**

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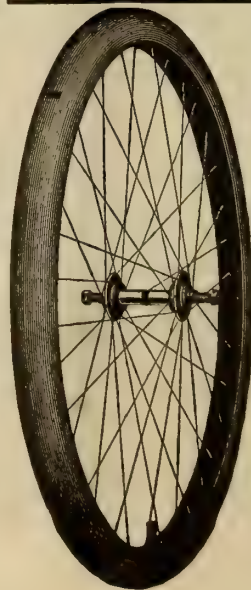
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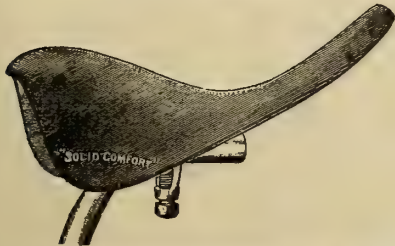
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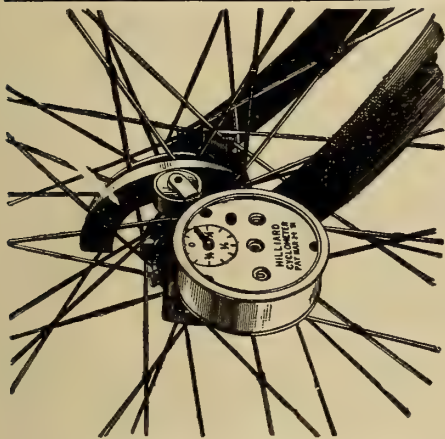
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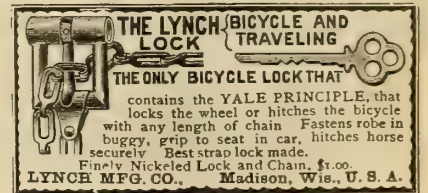
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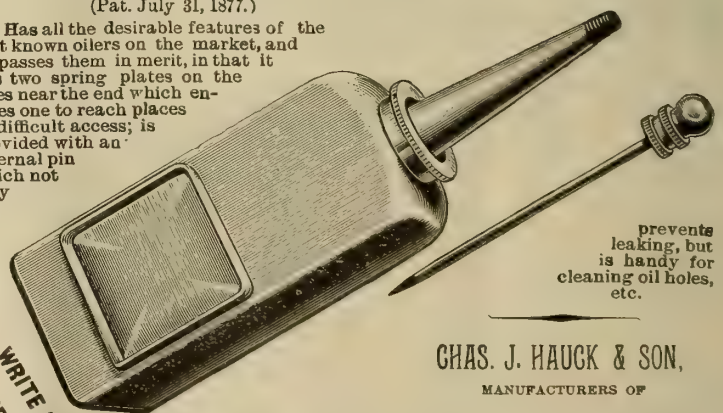
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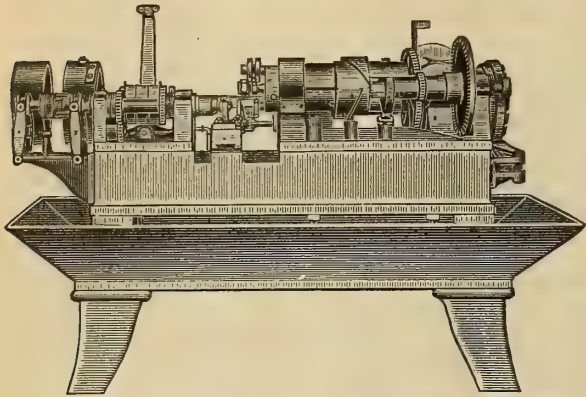
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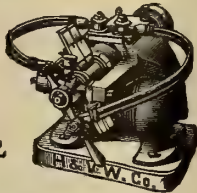
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# THE TRIANGLE RACER

1 MILE IN 1:50<sup>4</sup>/<sub>5</sub>

Of course this time has never been accomplished as yet, everybody knows that, but in the ordinary course of things will eventually be done. Did you hear that at Cleveland electric light tournament, one of our celebrated racing wheels was won by

## A. A. Zimmerman

and when he gets astride that prize there will be a combination that in the history of cycle racing has never before existed, and the above time, if not exactly performed at the first attempt, will show remarkable improvement in that rider's form. Charley Murphy (Brother Charl) broke the Cleveland track record on this make of wheel, and a second time this year on the same make it has been broken, this time by E. C. Johnson, who also beat the quarter and three-quarter-mile at the same time,

FALL BEING **RECORD** FOR THE TRACK,

### THE PEERLESS MFG. COMPANY, CLEVELAND, OHIO.

## THE ARIEL "TURTLE"

GOOD STOCK  
COUNTS

WITH W. L. SWENDEMAN UP.

### WON 1-4, 1-2, 1 MILE STATE CHAMPIONSHIPS

1-2-mile handicap, 1-4-mile open, and 2-mile open at Butte, Montana, the 1-4 being done in :33, and the 1-2 in 1:07.

The "TURTLE" also won two races at Kendallville this week.



### ARIEL CYCLE MFG. CO., GOSHEN, IND.

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(IN FIVE CHAPTERS—ONE FOR EACH OF FIVE WORLD'S FAIR MEDALS.)

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Ladies' Special  
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**Admiration and Praise** represent its winnings before the great public, because of beauty and grace.

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Let us mail you our Art Catalog of Kenwoods describing everything we make.

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Gold medals awarded to "Kenwood" Wheel-Rim, "Kenwood" Tire, and "Kenwood" Valve will be the subjects of three succeeding chapters.

Mention the Bearings



THE REVIEW of the season of 1893, to which the manufacturers of THE STEARNS wheel turn with greatest pride, is contained in their own books. Unfortunately, these are not open to public inspection. What the world knows about the wheel embellishes the records of the track. But the extraordinary sales of THE STEARNS to those who ride strictly for pleasure, are the highest testimony to popular approbation. It is distinctively the gentleman's wheel.


**E. C. STEARNS & CO., Syracuse, N. Y.**



# THE BEARINGS

Vol VIII  
No 11

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, OCT. 13, 1893.

## RECORDS FOR WINDLE AND TYLER.

**Windle Comes Within One-Fifth of Johnson's Horse-Paced Mile—Tyler Makes New Figures.**

SPRINGFIELD, MASS., Oct. 11.—Tyler and Windle have been after the records again and of course got them. Windle started first for the flying mile, attempting to beat John S. Johnson's horse-paced mile made at Independence in 1:56 3-5, but failed to get it, finishing in 1:56 4-5, just 1-5 outside Johnson's time. He did, however, establish two new records according to the accepted methods of pacing, lowering the three-quarter-mile flying start to 1:26 3-5, bettering his own record of a few days previous by 3 seconds and his own one mile by 1 2-5 seconds. His times at each quarter were :28 1-5, :57 2-5, 1:26 3-5, 1:56 4-5.

Tyler then went after the standing start mile, and not only lowered that but the records for the half and the three-quarters as well. His time by quarters was as follows: :31 4-5, 1:01, 1:30 1-5, 2:00 2-5. The last quarter was paced by Windle and took 29 1-5 seconds, a very slow last quarter, being just equal to Tyler's own standing quarter. There were not a few to say that Windle purposely made it slow, so that Tyler would not be the first to do the standing mile inside 2 minutes, a performance that he would surely have accomplished had he been properly paced the last quarter.

### Tyler Breaks the Standing Quarter.

SPRINGFIELD, MASS., Oct. 9.—When Harry C. Tyler broke the quarter-mile record from a standing start today, Springfield was able to boast that her track held all world's records up to twenty-six miles. Tyler lowered Zimmerman's :30 to :29 1-5, and then did not seem to be hurried much.

### Another Record for Tyler.

SPRINGFIELD, MASS., Oct. 5.—Score one more for Harry Tyler. He gave Father Time another black eye today and carried off Willie Windle's pet record—the standing mile. Windle took his club mate the first quarter in :32, and then turned his charge over to E. A. Nelson, who carried the record breaker past the half-mile post in 1:02. McDuffee and Clark, who are doing remarkable work on a tandem, picked Tyler up so nicely that he hardly noticed the change in pacemakers. Past the three-quarter-mile post the trio whirled to the time of 1:30 3-5, and came down the home stretch like whirlwinds. A satisfied smile crept over the features of modest Tyler as the timers announced 2:01 3-5, a cut of 3 3-5 seconds from Windle's old record of 2:05 2-5, made October 8, 1892.

McDuffee and Clark, the tandem team, then went against the watch for a flying mile and broke the world's record for that type of machine, doing 2:01 1-5. The quarters were: :29 2-5, 1:00 1-5, 1:30 1-5, 2:01 1-5. E. A. Nelson had tacked on to the tandem and followed them home in 2:01 2-5.

### Kauffmann Defeats Barber.

ROCHESTER, N. Y., Oct. 7.—After struggling for five hours at the rink last night Nick Kauffmann beat Wilfred Barber for the trick-riding championship. Nearly two hundred tricks were performed and Kauffmann only beat his rival by a very narrow margin. Fancy mounts were first tried, Barber doing stationary mounts, while Kauffmann jumped on the wheel while it was moving. Whenever Barber set a trick with which Kauffmann was unfamiliar, the latter would refuse to attempt it, giving his rival five points. It was not until the seventh set that Kauffmann began to gain and in the ninth he led for the first time. At 2 o'clock in the morning the judges voted to declare the match at an end. Kauffmann wanted to keep on until each rider had shown all of his tricks. Barber wanted to stop. When the figures for the ten sets were given out, Kauffmann had 644 points and Barber 636 2-5. Dan Canary was present and intimated that he would challenge the winner.

### Pacific Coast Mile Record Goes.

Wilbur F. Edwards reduced the Pacific Coast mile record to 2:15 October 2, at Sacramento, Cal. Edwards did the deed on a Rambler.

The P. L. M. railway company (France) carry bicycles upon hooks in baggage cars.

## C. S. MERRILL BREAKS INTO JAIL.

**The Greatest Scamp That Ever Tackled the Bicycle Business Behind the Bars—He Posed as a Military Man.**

It is with the greatest sorrow (?) that we are forced to announce to an expectant world that the greatest scamp that ever inflicted himself on the bicycle trade or sport has at last, after long and persevering efforts, succeeded in breaking into jail. By the above brief but comprehensive description our readers have doubtless already recognized the individual as Clifton S. Merrill. The news comes in the way of a dispatch from Boston to one of the Chicago dailies and reads as follows:

BOSTON, MASS., Oct. 7.—It has been discovered to-day that Clifton S. Merrill, who has been bewildering local military men since spring with his knowledge and high standing in the crack Second Illinois Infantry, is the son of a minister now residing in Springfield, Rev. Charles A. Merrill. The young swindler, who was asking his friends this week to congratulate him upon having just received his commission as captain in the Second Illinois, gained his wide acquaintance in Chicago from having been in the bicycle business there until last spring, when he came to Boston. It is presumed that he cultivated the military men of lesser rank and so became familiar with enough of the details of the Illinois military to escape exposure here. To-day a number of new creditors have turned up, all of whom want him to explain certain checks bearing his signature and marked "no funds" by the banks on which they were drawn. His trial will take place next week on the charge of obtaining goods and money under false pretenses.

It is particularly amusing to learn that he posed as captain in the Second Illinois Infantry of this city—a city which he has not dared to visit for some time, owing to the disagreeable fact that there are no less than two warrants out for his arrest. For some four years Merrill has posed as an expert bicycle salesman and during those four years has worked for at least twice that number of firms and has invariably left under a cloud. His chief accomplishment is the compilation of expense accounts. Outside his business peccadilloes he has proven himself a consummate villain in a social way. Among other things he managed to get himself arrested and fined for indecent exposure in this city. Some time ago the publishers of this paper undertook, for the good of the trade and the sport, to run him out of the bicycle business and, ably assisted by himself, succeeded admirably.

For the fair name of Chicago, we deem it our duty to say that he is no Chicagoan.

## ZIM PASSES THE CENTURY MARK.

FREEHOLD, N. J., Oct. 5.—Four thousand enthusiastic admirers of Arthur Augustus Zimmerman turned out today to see their idol make his farewell appearance in '93. Right well did the "skeeter" repay them. On a poor track he gave the good people of Jersey an exhibition of his riding powers and in the half-mile open left that sterling rider, George A. Banker, 100 yards in the rear. Banker tried hard to win the two-mile handicap from eighty yards, but Zimmerman caught him easily and beat him out by twenty yards. By today's victories the champion has secured his much-coveted record—100 firsts. He now has to his credit 101 firsts. He has been defeated seven times in scratch races—four times by Sanger, once by Tyler, once by Windle, and once by Johnson. That record will stand for some time.

George Rappleyea, who won the novice race, rode a machine geared on both wheels, the hands being used as well as the feet.

### Summaries.

One-mile novice.—George Rappleyea, first; V. Cloke, second. Time, 2:43 4-5.  
Half-mile open.—A. A. Zimmerman, first; George A. Banker, second; E. C. Bald, third. Time, 1:17 1-5.  
One-mile tandem.—E. L. Blauvelt and Fred Boyce won. Time, 2:20.  
One-mile 3.00 class.—Harry L. Maddox, first; Fred Shafto, second. Time, 2:45 1-2.  
One-mile open.—Banker, first; Bald, second; Blauvelt, third. Time, 2:35.  
Two-mile 5:20 class.—Bald, first; G. C. Smith, second; Royce, third. Time, 5:23 4-5.  
One-mile handicap.—Banker, 80 yards, first; Raymond McDonald, 100 yards, second; Paul Grosch, 70 yards, third. Time, 2:19 2-5.  
Two-mile open, for Monmouth County only.—Maddox, first; W. A. Hankinson, Jr., second. Time, 5:53.  
Two-mile handicap.—Zimmerman, scratch, first; Banker, 80 yards, second. Time, 5:07 2-5.



## POLITICS IN MASSACHUSETTS.

**Latest Gossip about the Political Situation in the Bay State—Perkins and Howard Will Run—Dean no Longer an Editor.**

BOSTON, MASS., Oct. 7.—Politics overshadow everything else just now in the good old Bay State. Today the Republicans met and nominated their candidates for the state ticket. But they can not hold a candle to the cyclists. The pot is boiling more fiercely than it ever has before and there is more fun than in the Midway Plaisance. This last week has been prolific of developments and there have been fun, fur, and feathers flying, with all hands well, and kicking at the last official report.

First Mr. Williams withdrew; then the committee announced through the daily newspapers that J. S. Dean, of *Bicycling World* fame, would accept the nomination of chief consul. At this time the secretary had not been notified of the decision of the committee and it was looked on as a very queer and undignified move on their part to give it out to the press before notifying the secretary or publishing the matter in the *Bulletin*. Then all hands began to talk about Dean's connection with the *World* and say that he was put on the Massachusetts' delegation at Buffalo after he had asked to be put there; and when he got there he did not open his mouth except when the *World* was attacked. He said that if he spoke there, his remarks would be misconstrued. Of course the only consistent thing to do when he accepted the nomination was to resign his editorial position, but it does not appear anywhere that he has resigned his attorneyship or sold his shares of stock in the paper. By the way, that official organ of the entire League presents the very interesting and peculiar sight this week of an editorial recommendation of the regular candidates and says that the ticket "should receive the unanimous support of the division." Is this unconstitutional? Verily, it looks like it. From the representative board they have dropped many of the old stand-bys, saying that they expect the clubs will return them as their representatives. In many cases, in fact in about all, the dropped men are Perkins sympathizers.

All this time neither Perkins nor Howard had fully decided to run, although many letters were coming to them each day, urging them to run on club and independent nominations. On Thursday they decided to run, and announced their candidacy in the papers of Friday morning. In answer to the question of a BEARINGS representative the other afternoon as to what finally determined his candidacy, Perkins said:

"Yes, I have decided to run for the office of chief consul. I have never said I would not run another year and yet I hesitated a long time. I did not care for the position for another year, and yet I thought that if I should decline the nomination many would say that I had gotten all out of it there

was in it (meaning the chairmanship of the highway commission), and would accuse me of pot-hunting. But the nominating committee utterly ignored me and did not even give me the chance to decline; which I would probably have done if they had offered me the nomination. It seemed to me that it was very plain that they wished to get me out of the way entirely, because I am told they did not even have the courtesy to place me on the board of officers nominated by them. When the nominations appeared in the daily press I could



C. A. PERKINS.

hardly credit it. But letters began to come in from all over the state asking me to run and saying that they did not understand the action of the nominating committee in dropping my name altogether from their list. Many friends called on me, and I was coaxed to have my name placed on the ballot."

"In the two years of your administration, Mr. Perkins, what has been the state of the division?"



J. S. DEAN.

"Well, it seems like egotism to tell you the facts in the case. Briefly as I can put them, when I was elected chief consul in December, 1891, there were 3,000 members in this division. There was absolutely no club life. I spent that first winter in visiting the various cities and towns and speaking in favor of new clubs and the revival of semi-dead ones. You know that at the present time the club life of Massachusetts' wheeling is one of its strongest and healthiest features. That revival of club life has had a great deal to do with the present large number in the Massachusetts division, which is almost 6,200. Then the fact that our meets have always been the most successful of any division has had much to do with the increased membership. We have given the members three meets a year, and a great deal for nothing, besides. Take, for instance, the Springfield meet of this year. We gave the ball free, and it was the finest L. A. W. ball ever given; we gave away a badge that created a great impression because of its beauty, and which cost over 15 cents; we paid half of the fare in to the races, and all it cost the division was just \$260. In passing, let me mention the state of the treasury which Mr. Howard has so ably administered. This year we have run three meets, paid the expenses of our delegation to two sections of the national assembly, issued an edition of the road-book and maps, and we have more than \$4,000 in the treasury.

"In the two years during which time I have been chief consul, the good roads agitation has passed into law and the governor has appointed a permanent highway commission. Within that time innumerable towns all over the state have passed restrictive ordinances regarding the bicycle in the streets. I have appeared in many of these places and spoken against the lantern clause and had it left out, in some places had it repealed after it was passed, and I would like to say here that I do not think the lantern clause will ever appear in Boston city councils again. I have I think fixed that all right. I think that the members of the division would be very wise to re-elect Mr. Howard, as I can see every day that his experience is worth a great deal to the division."

Shown the last issue of *Bicycling World*, Mr. Perkins said:

"It seems to me very bad taste for the *World* to editorially mention and recommend through its columns, for favorable votes, any of the candidates of either side. I see that Mr. Dean has resigned from its staff, but I think he is still their attorney."

Mr. Howard was disinclined to talk on the subject, but did say:

"I think it wise to go to the voters on my past record and leave the decision of the question to the voters at large, rather than to a few men whom I have reason to think have a personal feeling against me."

"Have you anything to say regarding the other candidates?"

"No, certainly not. They are both estimable gentlemen. Do I think they can spare the time for the positions? Why, I suppose they would not accept the nominations unless they intended to. But I understand that McCausland is by profession an engraver, and it is possible that in his work he would find it very inconvenient to receive the callers and transact all the business dependent on the office. You ask about the financial condition. It was never better. We have usually at the end of the season just about depleted the treasury and have relied on the income of the coming year to replenish it. This year we have about \$4,000 in the strong box. I see that the supporters of the committee nominations accuse me of being rather reserved and not a hail-fellow-well-met at the meets. Now my office will not allow me to be. I am employed hustling for members. At the Boston meet I was cooped up in the box-office from early morning till noon getting new members, and had no time to run around and exchange greetings."

"Have you anything to say to the claim that this division would have grown without anybody's efforts?"

"The experience of other divisions has not proved this. When I became secretary-treasurer we were third. We distanced Pennsylvania and New York, and now are so far ahead that no one can ever touch us. Hard work has done this. I do not care to say anything more on the matter."

This matter is looked on by one side as a vigorous effort on the part of the A. C. C. to control the division, and they say that Dean, who is the A. C. C. president, and McCausland, a member of the executive committee, on the head places of the ticket confirm this. The Deanites disclaim all such motives, and say they would not think of such a thing. If Dean is elected, it means the holding of the fall meet in Boston instead of Springfield.



C. S. HOWARD.

J. P. M. Watkins, of North Manchester, Ind., won an accident insurance policy in a race July 4. Just before the policy expired he was mixed up in a tumble and severely injured. The insurance company paid him \$5 a week while he was laid up.



## BIG CANADIAN ROAD RACE.

**Bergoine, a New Rider, Wins It—Carman Wins the Time Prize—163 Starters.**

TORONTO, ONT., Oct. 9.—The twenty-mile National Road Race, as expected, turned out a great success. The rain on Friday made the roads somewhat heavy and Saturday forenoon it threatened another deluge, but as luck would have it the rain blew over and by 2 o'clock in the afternoon everything brightened up and promised a fine day. There was quite a heavy wind from the west, which retarded fast riding somewhat, but altogether the riders finished very fairly.

Out of 204 entries, 163 started and 129 finished, this being the largest number of entries ever made in any Canadian road race. There were seventy odd prizes, the first prize being a magnificent piano valued at \$800, won by A. Bergoine, of the Toronto Bicycle Club. Bergoine had a start of 13 1-2 minutes and finished in 1:07:29. There were also three time prizes won by W. M. Carman, of the Athenæum Cycle Club, W. R. Hensel, of the Royal Canadian B. Club, making a good second. The scratch men were W. Hyslop and G. M. Wells.

When about eight miles had been covered the scratch men accidentally collided, and Wells was thrown violently to the ground, receiving injuries which rendered him unconscious for several minutes, and which of course threw him out of the race. When the news of this accident reached the grand stand,—for the race finished with one mile on the Woodbine race course,—an audible groan went up from the 3,000 people gathered there to see the finish; but when a few minutes afterward the bulletin displayed, "Wells all right, not much hurt," the groan was turned into a rousing cheer. Much complaint was made regarding the handicapping, but considering the great number of riders of unknown ability who were entered, the handicapper's work was as good as could be expected. The limit was 15 minutes. Below is a list of the first fifty men in, with their actual time and handicaps:

1 A. Bergoine, 13 1-2	1:07:29	26 A. E. Schmidt, 9	1:07:33
2 A. Rogers, 12 1-2	1:07:59	27 W. F. Mitchell, 7 1-2	1:06:15
3 S. Wharin, 13 1-2	1:09:57	28 A. Ashton, 10	1:08:48
4 B. E. Cummings, 10 1-2	1:07:30	29 J. S. Barrick, 10 1-2	1:09:19
5 J. Anderson, 14	1:11:00 1/2	30 F. A. Moore, 8 1-2	1:07:44
6 G. H. Harvey, 9	1:06:00 3/4	31 C. C. Cottrell, 10 1-2	1:09:45
7 A. L. Johnson, 13	1:10:00 3/4	32 C. Hudson, 12 1-2	1:11:49
8 J. Crowe, 7	1:04:28	33 R. E. McColl, 10	1:09:20
9 F. H. Bible, 12	1:09:32	34 W. M. Carman, 1	1:00:20
10 O. J. Stuss, 12 1-2	1:10:08	35 W. J. Bowman, 12	1:11:28
11 T. Burnside, 8 1-2	1:06:11	36 M. R. Gooderham, 6 1-2	1:06:03
12 J. Johnston, 13	1:10:42	37 J. E. Doane, 6	1:05:34
13 J. Pape, 12 1-2	1:10:13	38 W. R. Hensel, 1	1:00:41
14 R. Conlan, 12 1-2	1:10:14	39 W. Hultz, 7	1:06:42
15 H. Greenwood, 10 1-2	1:08:15	40 C. F. Heebner, 8 1-2	1:08:30
16 J. Hallworth, 13 1-2	1:11:16	41 C. McQuillan, 4 1-2	1:04:32
17 R. W. McIntosh, 13	1:11:12	42 W. J. Haynes, 9 1-2	1:09:43
18 J. F. Deeks, 4 1-2	1:02:48	43 W. T. Carlyle, 4 1-2	1:04:44
19 F. Brimer, 12	1:10:19	44 F. Proctor, 6 1-2	1:06:45
20 C. Raymond, 13 1-2	1:11:50	45 F. Harris, 10	1:09:16
21 G. M. Baldwin, 12	1:13:19	46 W. Miln, 12 1-2	1:12:47
22 C. Greatex, 11 1-2	1:09:58	47 S. E. Cork, 13	1:13:27
23 J. Steele, 13 1-2	1:12:00	48 J. H. Sinclair, 13	1:13:32
24 W. Fraser, 14 1-2	1:13:01	49 H. Cottrell, 11 1-2	1:12:03
25 V. Barber, 13 1-2	1:12:02	50 F. Pratt, 14	1:14:34

The following is the order of the remaining finishers, with handicaps:

H. Carman, 12; E. A. Laver, 14 1-2; N. Cassidy, 10; J. F. White, 6; W. C. Lloyd, 10; R. T. Brimer, 12; W. H. Lee, 10; F. McDonald, 12 1-2; G. Grinnell, 11 1-2; F. W. Doll, 9 1-2; T. Clarke, 13 1-2; F. W. Young, 4 1-2; C. D. Spittal, 7 1-2; J. Robson, 14; S. Y. Baldwin, 9; W. G. Bender, 7 1-2; F. Baird, 15; C. C. Brimer, 8; E. G. Parker, 12 1-2; W. C. Gooderich, 14 1-2; C. J. Hill, 13 1-2; J. Halley, 12; J. Wright, 9; W. J. McBride, 12; W. J. Young, 9 1-2; H. Syms, 8 1-2; C. C. Harbottle, 2; C. Lennox, 14; S. Ewing, 15; T. Proctor, 6 1-2; J. Smith, 9 1-2; W. Ferris, 13 1-2; S. Bulley, 7; R. Jaffray, 10; F. Charles, 14; W. Hyslop, scratch; J. Nelson, 13; C. L. Wisner, 11; J. K. Fairbairn, 12 1-2; H. D. McKellar, 4 1-2; H. Thompson, 8; F. Gullett, 5; D. Nasmith, 6; C. E. Stanbury, 10; T. Harvey, 3; W. T. Dewar, 12; P. Love, 10; E. Manning, 9 1-2; H. S. Park, 9 1-2; J. F. Gardner, 8; D. McCail, 9 1-2; F. H. Skerrett, 6 1-2; V. Glionna, 12 1-2; J. Miln, 6 1-2; R. Stark, 10 1-2; F. W. Martin, 14; W. J. Cooke, 13 1-2; R. J. Lennox, 14; W. Wiggins, 11 1-2; D. Sellers, 13 1-2; C. E. McMahon, 11 1-2; H. Harwood, 11 1-2; G. W. Grieve, 11 1-2; J. H. Nash, 7; B. P. Churchill, 10 1-2; J. W. Johnston, 11; W. Andrews, 11 1-2; H. Logan, 13; W. E. Peay, 8 1-2; W. R. Riddell, 10 1-2; J. A. Knox, 10 1-2; W. Pease, 13; C. Vanzant, 12; W. Hogg, 14 1-2; J. Bain, 7; W. Brisbin, 13 1-2; O. Ladsons, 15; W. Greene, 14 1-2.

The fastest ten men were as follows:

1 W. M. Carman, A. C. C.	1:00:20	6 C. McQuillan, W. B. C.	1:04:32
2 W. R. Hensel, R. C. B. C.	1:00:41	7 C. C. Harbottle, T. B. C.	1:04:40
3 J. F. Deeks, W. B. C.	1:02:48	8 W. T. Carlyle, A. C. C.	1:04:44
4 W. Hyslop, T. B. C.	1:03:17	9 J. E. Doane, A. C. C.	1:05:34
5 J. Crowe, A. C. C.	1:04:28	10 F. W. Young, W. B. C.	1:05:47

Carman thus lowers the Canadian record held by Crooks over the same course.

### Notes of the Race.

A. Bergoine, the winner of the piano in Saturday's race, has been riding barely four months. His first race was the Queen City, in which he took a prize. He is of French descent, lightly built, and about twenty-five years of age. He does not play the piano.

## ILLINOIS DIVISION NOMINATIONS.

A meeting of those interested in League politics was held in the offices of A. G. Spalding last Wednesday evening for the purpose of nominating

division officers. Doctor Wachter presided and C. P. Root acted as secretary. A letter was received from the Capitol City Cycling Club, of Springfield, saying that C. H. Billingsley would be a candidate and asking the support of the Chicago men. The letter was without effect, for when nominations were called for, S. A. Miles nominated C. E. Randall, and no other nominations were made. This nomination will have to receive the indorsement of ten L. A. W. members in three districts, an easy matter to accomplish.

No nomination was made for vice consul, but a committee composed of S. A. Miles and F. W. Gerould was appointed to wire Billingsley to know if he would run for the office and in case he refused, to nominate some other man. The telegram was sent and the following morning Billingsley's declination was received, so that the matter now rests with the committee of two. Burton F. White was unanimously nominated for secretary-treasurer, and for the four representatives-at-large to which this district is entitled ten men were nominated, of whom the four receiving the highest number of votes will be elected. The nominations were: R. R. Ropp, John Ericson, G. L. Emerson, F. B. Hart, John Simins, Doctor Wachter, A. W. Roth, H. M. Angell, J. M. Stimpson, and Grant Newell.

## JOHNSON DOES A FAST MILE.

NEWARK, OHIO, Oct. 9.—The race meet given under the auspices of the Licking Cycling Club took place today under the most favorable circumstances. With perfect weather, a fast track, and exciting races, everybody was entirely satisfied. Some disappointment was felt that Bliss, Dirnberger, and the Chicago contingent failed to get here, but as John S. Johnson was on hand, the people did not grumble. The races were all exciting and the times made were fast. In the one-mile Central Ohio handicap Conn Baker rode from scratch in 2:18 2-5, establishing a track record, which was twice lowered by Johnson. The best race was the two-mile handicap with Johnson and Rhodes on scratch. Paced by Rhodes, Johnson picked up the field at the bell lap and rode the first mile in 2:18. Only inches separated Johnson's and Conn Baker's wheels at the finish, Van Tine slipping in ahead of Rhodes for third place. Johnson's time was 4:49, which is the state record. After this race, Johnson, paced by Miner, French, Rhodes, and Conn Baker, went for the track record, which he lowered to 2:09 3-5. He was poorly picked up by Rhodes, and lost at least 4 seconds.

Johnson was very indignant at the report that he had denied his 1:56 2-5 record and labeled the story as a lie.

### Summaries.

One-mile 2:50 class.—J. T. Lewis, Newark, first; F. E. Wing, Akron, second; T. J. Cull, Norwalk, third; T. R. Eddy, Columbus, fourth. Time, 2:34.

One-mile handicap.—C. C. Van Tine, 75 yards, first; E. V. Miner, 75 yards, second; A. L. Baker, 60 yards, third; F. E. Wing, 90 yards, fourth. Time, 2:15 4-5.

Half-mile open.—John S. Johnson, first; A. N. French, second; W. A. Rhodes, third; Conn Baker, fourth. Time, 1:19 4-5.

One-mile handicap, for central Ohio riders.—A. L. Baker, 25 yards, first; Conn Baker, scratch, second; J. T. Lewis, 150 yards, third; W. B. Newhall, 75 yards, fourth. Time, 2:18 1-5.

One-mile open.—John S. Johnson, first; W. A. Rhodes, second; Conn Baker, third; A. N. French, fourth. Time 2:35.

Half-mile handicap.—C. C. Van Tine, 25 yards, first; A. L. Baker, 25 yards, second; Conn Baker, 25 yards, third; J. T. Lewis, 100 yards, fourth. Time, 1:04 3-5.

One-mile 2:30 class.—C. C. Van Tine, first; Conn Baker, second; A. L. Baker, third; F. L. Talley, fourth. Time, 2:30 4-5.

Two-mile handicap.—John S. Johnson, scratch, first; Conn Baker, 20 yards, second; F. E. Wing, 175 yards, third; W. A. Rhodes, scratch, fourth. Time, 4:49.

### Schofield and Starbuck Injured.

NEW YORK, Oct. 8.—The National Cycling Association of America held its final meeting of this season at the Manhattan field on Saturday, with the result that several of their most prominent riders are now laid up—injured perhaps seriously. The attendance at the races was fair; the track was in good condition and everything indicated a fairly successful meeting. Two events were run off without any mishap, but in the third event—a two-mile handicap—Schofield was leading at a very rapid pace when the rim of his machine broke and he was precipitated to the ground. Following closely in his wake was H. Kanaska, a Milwaukee rider, who managed to avoid the fallen man, but Messrs. M. M. Martin, W. Starbuck, C. W. Price, and Carl Hess were less fortunate and all came down in a heap upon Schofield. Starbuck and Schofield were knocked senseless.

An ambulance was called and Starbuck was taken to the hospital, where it was thought at first that he was suffering from concussion of the brain, but when he revived it was found that outside of some bruises he was suffering principally from the shock. Schofield was taken to a hotel, where he is resting quietly today. All the men are bruised severely, but the fear that they had received internal injuries was found to be groundless.

### Summaries.

One-mile open, final heat.—J. W. Schofield, first; C. W. Price, second; J. A. Newhouse, third; J. E. Starbuck, fourth. Time, 2:48 3-5.

One-mile handicap.—William Martin, Lawrence, Mass., 160 yards, first; Frank Albert, New York, 150 yards, second; C. W. Ashinger, New York, 150 yards, third; B. C. Betner, Rochester, 150 yards, fourth. Time, 2:21 1-5.

Two-mile handicap.—H. Kanaska, Milwaukee, 115 yards, first; Frank Albert, New York, 250 yards, second; B. C. Betner, Rochester, 250 yards, third; J. A. Newhouse, Rochester, 115 yards, fourth; C. E. Kluge, Jersey City, fifth. Time, 4:57 2-5.

Five-mile handicap.—B. C. Betner, 480 yards, first; C. E. Kluge, 120 yards, second; Frank Albert, 460 yards, third; C. W. Ashinger, 460 yards, fourth; J. A. Newhouse, 200 yards, fifth. Time, 13:24 2-5.

One-mile consolation.—A. B. Rich, New York, first; Carl Hess, Newark, second; A. S. Mitchell, Lewisburg, Pa., third. Time, 2:41.



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**DANGEROUS MEN IN CYCLING.**

It is not often that THE BEARINGS serves up to its readers what is commonly called a "roast." Such matters may very well be left to those aspiring journals who have yet to win their spurs and are to some extent excusable for resorting to extreme measures to create sensations and get themselves talked about. It does, however, sometimes become the duty of a paper of this class to warn its readers of unscrupulous and dangerous men in the trade and in the sport, and when such a duty presents itself we do not shrink it. Some time ago we felt called on to expose a man, C. S. Merrill, who had for some time preyed on the cycle trade, and who was even more dangerous in social circles than in business. By the exposé many people in the trade were saved losses and the man was practically ostracised from cycling circles. It was some time, though, before he brought up in jail,—where he deserved to be long ago,—but he is at last safely behind the bars, and if stern New England justice takes its usual course it is safe to say that he will stay there for some time to come. Last week we felt called on to make public the business methods of another man in the cycle trade, a proceeding which will, we trust, be sufficient warning to those with whom he may attempt to transact business in the future. Our readers may depend on it that when we undertake a task of this kind it is with full knowledge of what we are doing, and not without proofs to back our assertions.

**THE L. A. W. AND GOOD ROADS.**

The "recent unpleasantness" gives food for thought. A special meeting of the National Assembly was held to determine whether or not the officers of the League were properly attending to the duties of their offices. They were vindicated. It does not seem necessary to say there is considerable feeling existing against them yet, for that is a fact that every one "in the know" is aware of. Still the officers showed conclusively that all their actions were quite within the bounds prescribed in the L. A. W. constitution. Then we must look elsewhere for a cause for this dissatisfaction. Personal ill feeling may have, and undoubtedly does have, something to do with it. Still there is something back of that, and that something is the liberality with which the funds of the League are being used to further the cause of good roads. It is a question whether the members of the League, at large, care to have their funds used for the furthering of

good roads' interests. The cause is undeniably a good one and worthy of support. Nevertheless the members of the League care a deal more about other things. Good roads would be a boon to wheelmen, but no more to them than to every man, woman, and child who uses the roads. How many of the members of the League use country roads to any extent? Many of them, indeed, never get off city streets, and many others do so but once or twice a year.

When we look at the amount of money that has been spent by the League on the cause of good roads, and the amount of actual improvement that has been done by this expenditure, we find that the results are not at all adequate to the outlay. It may safely be asked if the same amount spent in providing road books that would tell the rider where he could find the good roads that already exist, would not do him far more good than this general agitation that results in nothing tangible. And then there is the sport itself. It is safe to say that ninety-nine per cent. of the members of the League are anxious to know what is going on in the wheel world, and yet the League furnishes them next to nothing in the way of a newspaper. The weekly apology that they now get can not be regarded as more than an official bulletin. A monthly would serve the purposes quite as well and if properly managed could be made as interesting to wheelmen as any publication obtainable.

If any of the funds of the League are to be spent for good roads, it is the membership at large that should decide the question and not the officers. It is a failing of man that as soon as he becomes interested in one subject he loses interest in others, and the officers of the League, with the best intentions in the world, are liable, if the whole matter is left in their hands, to spend much more on the good roads' cause than it deserves from them, or than those who furnish the money want spent. At the next meeting of the National Assembly it should be definitely settled just how much of the funds of the League are to be spent on the good roads bureau, and the members of the assembly should take pains to ascertain from the members whom they represent, what their feelings in the matter are. If money is to be spent by the wheelmen through their premier organization, let the amount be specified and the work done systematically.

**THE ONLY WAY OUT THE WOODS.**

Senator Morgan does not believe with us that the L. A. W. amateur definition should read, "An amateur is one who has never raced for cash." Neither did we until we had the definition forced on us. An amateur who rides for a salary and who sells his prizes may not be an ideal amateur—in fact, is far from it—but the fact stares us in the face that with a most stringent definition in force (heaven save the mark!) they do those very things and there is no one to say them nay. Racing Board after Racing Board have proven themselves helpless in the matter, and we have had some of the ablest men that ever took a hand in cycling on our racing boards. In England we have an example of trying to enforce a licensing system, and the farce that it has proven there saves us the vain trouble of trying it. It would be far better to have a loose definition and one that could be enforced, than a stringent one that can not be enforced. Cycling differs from every other sport in that it holds out inducements to men who can afford it to connive with the riders to break a strict definition, and as long as these inducements are offered there will not be honest racing under a strict rule. At present the cream of the racing talent are violating the amateur definition every day and the lesser lights are looking for opportunities to do so. We are not at all prudish but we must confess that it goes against the grain to see such a lot of deception. A liberal rule is the only way out the woods.

**STRAY SHOTS.**

**Honesty Reigns Supreme.**

The English papers just to hand are very much worked up over the reports that Schofield was pocketed in his earliest races in the cash prize league. The Briton may or may not have been pocketed—we are inclined to think not—but if he was, we can assure his anxious sympathizers on the other side of the Atlantic that such practices are not tolerated by those in charge of professional racing in this country. Indeed, they take a deal more care that not a breath of suspicion shall attack their racing than do the amateurs in this or any other country. The N. C. A.'s record is as clean as new-fallen snow, be it said to their credit.

**Polite Peck's Appetite.**

Polite Peck is what they call him and well he deserves his pseudonym, for a more polite mortal never trod the earth. But his appetite! He would wreck any boarding-house. A less polite person would never satisfy such an appetite, but the suavity with which Peck can ask a waiter for a fresh supply of viands can not be equaled. "I beg your pardon," he will say, "but will you be so kind as to bring me another sirloin steak and a plate of potatoes; and if it is not too much trouble I would like some more fricasseed chicken and some buttered toast; and if you do not mind, I will take another



cup of tea and some sliced tomatoes and some banana fritters. I dislike to bother you so much, but to tell the truth I am a little hungry to-night. I would like some cold roast beef too, please. Oh, you are very kind!"

Here is a list of what he ate at dinner at Grand Rapids on Saturday, September 23. Mulligatawny soup; sliced tomatoes (two orders); baked lake trout, sauce Italienne; potatoes Parisienne; braised ox tongue, a la Paysanne; prime roast beef, au jus (three orders); stewed tomatoes; cauliflower; roast saddle of mutton, with jelly; baked sweet potatoes (two orders); new corn (two orders); Hubbard squash; vanilla cream fritters, brandy glaze; potato salad; cold tongue; Sultana pudding, lemon sauce; custard pie; watermelon; Roman punch (two orders); fruit ad libitum; layer raisins; crackers and cheese and coffee. That's all.

#### Joe Howard on Cycling.

Joe Howard is one of the brightest newspaper men in the country and a man of very decided opinions. He takes a sensible view of cycling and says in one of his recent articles: The 25,000 bicycle riders of New York and Brooklyn are in favor with their fellow citizens up to a certain point. A great majority of them are men and women of self-respect, and, therefore, courteous and considerate of others. A small minority make themselves offensive at all times and under all circumstances.

carry the question before the next conference. The Young Women's Christian Association has established a bicycle club in open defiance of those who disapprove of bicycles.

#### Why Walters Feels Badly.

There is one very sore man in the Stover Co.'s store at 287 Wabash avenue. Last Saturday two gentlemen—or so they appeared—came into the store to purchase some trivial thing, amounting to 25 cents. A \$20 bill was offered in payment, and Walters' roll of bills was brought forth. He made the change in small bills and the purchaser asked for a \$10 bill for some small ones. This he took in his hand. Suddenly finding a \$1 bill in his pocket, he proffered that and received 75 cents in change, and reaching for the \$20 bill walked out. It took Walters several hours to realize he had been "flimflammed," and then he was sore.

#### A Good Word for the Silent Steed.

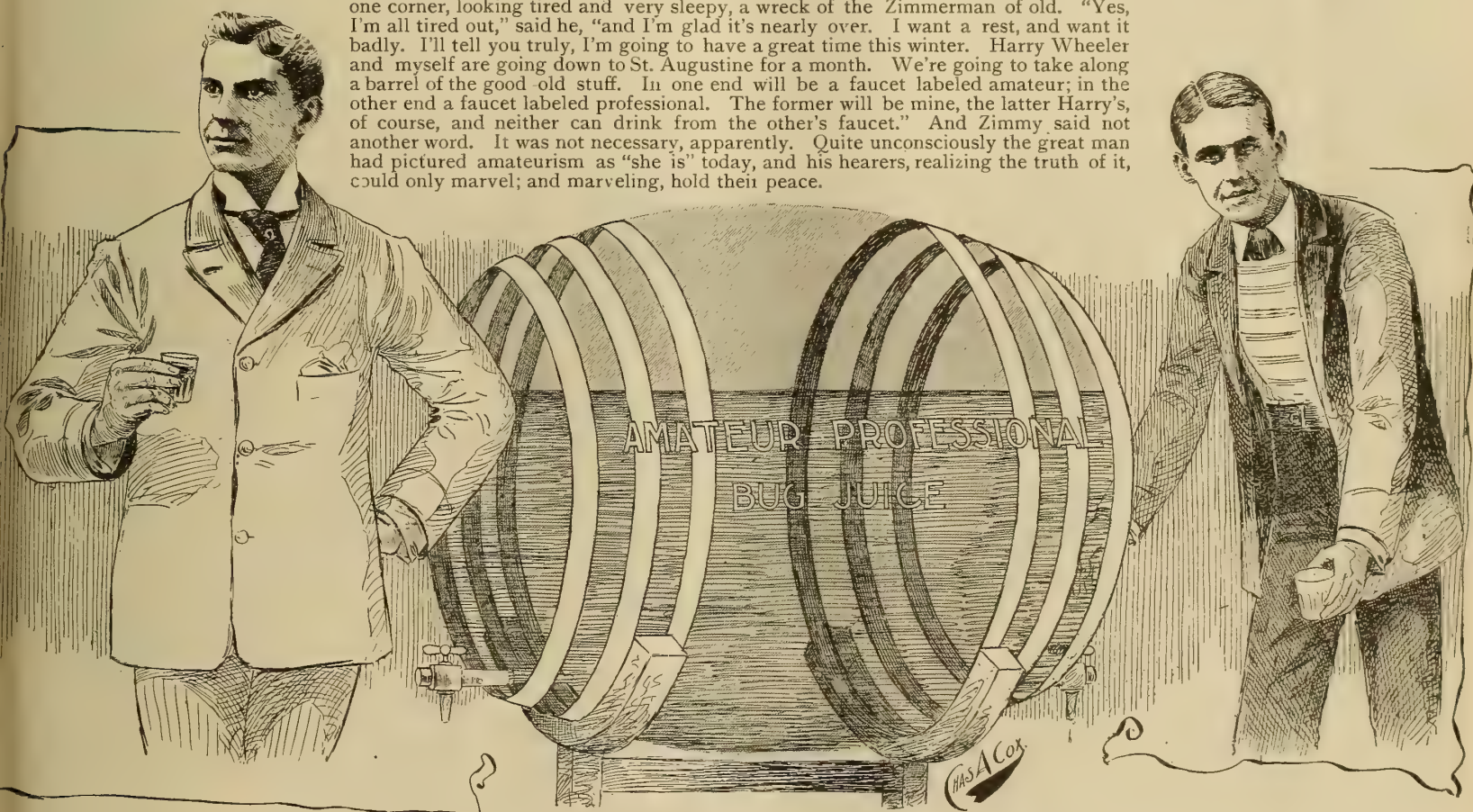
Scribbler: This bicycle craze is going to develop a race of bright novelists.

Pedalman: Why?

Scribbler: Well, I have noticed that in many cases the bicycle makes its rider haggard.—*Pittsburg Bulletin*.

#### TWO FAUCETS TO ONE BARREL.

It was in a bus, en route to Homewood Park at Pittsburg. Zimmerman sat in one corner, looking tired and very sleepy, a wreck of the Zimmerman of old. "Yes, I'm all tired out," said he, "and I'm glad it's nearly over. I want a rest, and want it badly. I'll tell you truly, I'm going to have a great time this winter. Harry Wheeler and myself are going down to St. Augustine for a month. We're going to take along a barrel of the good old stuff. In one end will be a faucet labeled amateur; in the other end a faucet labeled professional. The former will be mine, the latter Harry's, of course, and neither can drink from the other's faucet." And Zimmy said not another word. It was not necessary, apparently. Quite unconsciously the great man had pictured amateurism as "she is" today, and his hearers, realizing the truth of it, could only marvel; and marveling, hold their peace.



#### Now Wylie Locks His Wheel.

"Dead Broke" Wylie may well consider himself lucky. He is cycling editor of the Chicago *Inter Ocean*, and while grinding copy is in the habit of leaving his wheel standing unlocked in the lower hall of the *Inter Ocean* building. One day recently he came down and found the wheel gone. Realizing the uselessness of trying to find it, he started for home. When he reached the Wells street bridge he found it turned. Several wheelmen rode up, and Wylie stood envying them the possession of their mounts. At last one rode up on a Sterling and Wylie was at once interested, for his wheel was of that make. He noted the lamp bracket and going over to the man he said, "Nice wheel you've got."

"Yes, one of my racing wheels."

"You lie," shouted Wylie, and grabbed at him, but the thief, throwing the wheel at Wylie, ran. A policeman started after him, but he was not caught. Wylie took the wheel home, and now locks it.

#### A Bicycle Causes a Church Row.

Mrs. Burrows, a dainty little widow residing in Binghamton, N. Y., is a devout Methodist. She purchased a bicycle, and then the fun began. At a prayer meeting the other night Samuel Stanley arose and denounced the act of bicycle riding as unladylike, unchristian, and a disgrace to the church. The deacon edified the audience by an attempted illustration of a woman riding a bicycle. The pastor, the Rev. John Bradshaw, took sides against the cyclist. Mrs. Burrows' friends were indignant and now threaten to

#### Sanger is Afraid of the Chicago Track.

Walter Sanger was in Chicago last week and went out to the track to train. The path was a mass of mud. "Ugh!" remarked England's one-mile champion shudderingly, "I am afraid of that track. My tumble here in August is yet fresh in my mind."

A wealthy resident of Racine, Wis., has bet \$500 that a bicycle can not be ridden from that city to New Orleans, a distance of 1,200 miles, in 25 days. Charles Pugh and William Lugg have accepted the wager and will start on their long journey October 16.

Brussels will have a daily cycling paper called *La Byclette*. This will be the second daily cycling journal in the world, the first one being *Le Velo*, or the *little green*, published in Paris.

J. M. Erwin will never again fill a League office until he has all his time to himself, to dispose of as he wills. At least that is what the Racing Board man says.

Herne Hill track is the Springfield of England. It holds all English records up to the hour. Springfield, Mass., holds all world's records up to the hour.

Stephen Golder, please note that the last man who sued THE BEARINGS for libel is in jail and never collected a cent.



## GOSSIP BY THE COLONEL.

I just ran across some notes of an interview with Scheltema-Beduin—the one-mile champion of England for 1891—made when he visited this country some two years ago. They are amusing, to say the least. There is gossip about F. J. Osmond and other English cracks and a prediction that Stephen Golder would get himself in trouble over his collecting fads. The amusing part, however, is the assertion made by the Dutch-English champion that if an American ever competed in the English championships he would not get placed. Scheltema-Beduin certainly could not have been much of a prophet. His promise to visit America, made at the end of the interview, was never fulfilled.

Ariel in one of his recent effusions reminds me of an experience. Ariel advises his readers against taking the brakes off their wheels, and goes on to assure the said readers that he means the brakes of their road wheels and not their racing wheels.

Now, I never saw but one wheel to which the brake was a necessary adjunct for the purpose of getting speed. That was a Broncho. A traveling salesman struck Chicago in the palmy days of cycling when the Broncho was a possibility, and in looking for people to whom he thought it necessary to show his wheel found me. He took me over to Michigan boulevard and invited me to try the wheel. I always was of an adventurous turn, and so without hesitation I attempted to ride the wheel, and after some little trouble succeeded in getting started. Of course the first thing I did was to try how much speed could be gotten out of it. I could not go at better than, say, a ten-minute clip, owing to the fact that the front wheel quite refused to stay on the ground when I attempted to pedal at all hard. I came back and told the salesman of my difficulty when attempting to ride fast and he assured me that to overcome that difficulty was the easiest thing in the world; that all I had to do when I felt the front wheel coming off the ground was to apply the brake. I looked at him in astonishment and then and there flatly refused his offer of a wheel for the season.

By the way, will Ariel kindly tell me what racing wheels are fitted with brakes.

There is nothing like local enthusiasm to promote the sale of wheels. With all that has been said against the paid amateur there is no denying the fact that he helps the sport and the trade. Aside from the good that a man like Zimmerman does for the particular make of wheel which he rides, he is worth thousands on thousands of dollars to the makers all over the country. His defeat of the foreign cracks in their own countries has awakened a national pride. What Zimmerman is to America the local crack is to his own locality. Chicago has many favoring circumstances to thank for her success as a cycling center but among them all there is nothing that figures as prominently as the successes of her men on the track. For these successes the men are in a large measure indebted to the facilities they have had for track training. No man can get himself in proper trim without a good track to work on, and this the Chicago men have had for years back. First there was the old board track at Cheltenham Beach, which after seeing years of steady work was abandoned for the Parkside track; which in turn has given way to the ball park. My assertion that good tracks will bring out good men is amply proved right here in Chicago. All the tracks that I have mentioned have been in the south end of the city and it is in that section that we find and always have found a very large majority of the good men.

But to get back to the track question: There are many men in Chicago today who aver that the best track that this city ever had was the board track at Cheltenham, and I quite agree with them. The present track at the ball park is an excellent one except for the fact that its clay surface is apt to be spoiled at any time by a heavy rain; and at the best it requires constant attention to keep it in proper shape for fast riding. What Chicago needs, and what she must have, is a first-class board track, which will be no trouble to keep in order and which will be ready to ride on at any time. There is no reason why with a track of this kind this city should not be able to give a dozen successful race meets every year and become the Mecca of the record breakers as well. Of course a track like this would cost money and considerable of it, but I think that the trade in this city would not only be fully repaid for their expenditure, if they put up the money (it would have to come from the trade), in the increase in their sales but would find it a paying investment from the gate alone. The proper way would be to organize the venture as a stock company.

With a perfect track, managed in a thoroughly business-like way, Chicago would soon become the greatest cycling center in the world.

I must confess that I am at times made exceedingly weary by the space fillers on some of the cycling journals. There is a man who calls himself Phœbus who writes for one of the Chicago papers. He wants to startle the world by mounting Sandow on a bicycle geared to 200 or 300. When he gets Mr. Sandow so mounted he is going to give him a little practice in riding, and then have him go out and eclipse any performance Zimmerman or any other bicycle rider has done or can do. The original Phœbus was bright; the latter-day Phœbus is not. I should like to see Sandow mounted on a bicycle geared to 300. I should like to see any other man on it. A 300-gear means, with a seven-tooth sprocket wheel on a twenty-eight inch rear wheel, a front sprocket wheel with seventy-five teeth, or, with a one-inch pitch to the chain, a sprocket wheel twenty-four inches in diameter. That would be nice! Zimmy would be at the half-mile pole when Mr. Sandow got his wheel under way.

But to take another tack: If Phœbus will take the trouble to ascertain just how his Sandow came to be so strong, he will find that once on a time he was no stronger than a whole lot of other men, but that he became imbued with the idea that it was possible for any man to develop himself into an ideal physical being. He set about working out his theory and found it to be correct. He is now a living example of what hard, regular, scientifically governed exercise can do for a man. He is a marvel, and no one will deny it. Zimmerman, unfortunately, saw the latter-day Phœbus and not the glorious Phœbus Apollo that inspired the great Sandow, and so never set about developing himself in every muscle and sinew; but he did see a bicycle and thought that he would like to ride it, and ride it fast, and he set to work to do it very much as Sandow set about developing himself. He

confined himself to the development of those muscles that make a good rider. How well he succeeded we all know. If Phœbus will take care to look at Zimmy's legs the next time he gets a good chance, he will see bulging out above the knee a muscle that will put to shame the corresponding muscle in Sandow's anatomy or that of any man I ever saw. (I have seen Phœbus' Sandow, and when I did see him I took particular care to notice the development of his legs, and I am free to say that I have seen many a man who has quite as good a pair.)

Still another tack: It is not muscle alone

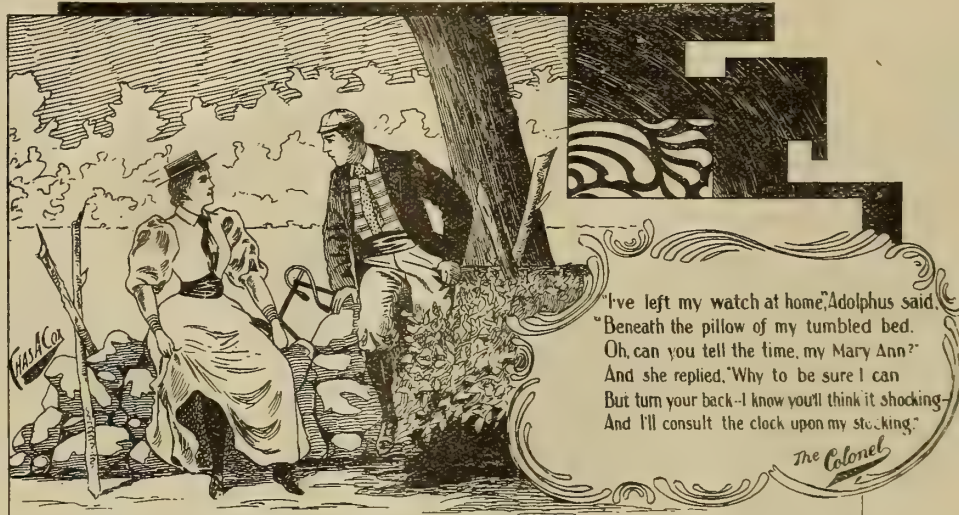
that enables a man to get speed out of a bicycle. There is skill required and lots of it. Granting Sandow's fitness to become a great bicycle rider, it would take years of practice for him to acquire the requisite skill to make a respectable showing alongside a man like Zimmerman. The main strength and ignorance theory will not work. If it would, all that Phœbus would need would be a bountiful supply of main strength and then what a bicycle rider he would make!

### Missourians Objected to the Negro.

ST. LOUIS, Mo., Oct. 8.—The fall "St. Louis County Four," which took place yesterday, was a great success. The destination was Creve Cœur Lake and 204 riders participated, five of whom were ladies. The roads were in fine shape and the day was all that could be desired. The only "kick" was on the dinner. Quite a rumpus was caused by a negro rider taking a position in line. A number of riders appealed to those in charge and were informed that the roads were free and the negro could not be kept off. At the lake a scheme was started to duck the darky and the worthy Missouri chief consul in the lake, but when search was made for the darky he could not be found.

The old ordinary riders of St. Louis have organized themselves into a club which they call the A. R. G. O. O., and no one is eligible to membership who began riding later than December 31, 1889. The object of the club is to promote good fellowship. A run will be called each autumn in which all the participants must ride ordinaries. E. N. Sanders was elected captain, H. G. Wolzendorf first lieutenant, and Will P. Laing second lieutenant.

The wheelmen of St. Louis will give a race meet October 22. Quite a valuable list of prizes has been secured. One prize is a high-grade bicycle and the prize committee has a piano and a gold watch in sight. We would be pleased to have some of the C. O. P. present.





## NEW YORK NEWS.

NEW YORK, Oct. 9.—The exclusive announcement in THE BEARINGS last week of the contemplated retirement of P. J. Powers from his connection with the National Cycling Association has created quite a stir. Many reasons are attributed to Powers' action. Some say that the refusal to grant licenses to Messrs Howell and Robb is directly responsible. This is not altogether untrue. Mr. Powers was somewhat disappointed when Secretary Egan refused the men licenses, but there are other reasons which prompt him to act as he does.

The refusal of the secretary of the N. C. A. to grant the English professionals licenses was an admirable move. Egan knows a bit about these riders, who participated in the six-day Madison Square Garden races, and he can be depended upon not to take any step hastily that would deprive the N. C. A. of any direct benefit.

Howell sent a letter to the press last week denouncing the rumors that his license was withheld for any connection with crooked racing; proclaimed himself the professional champion, and said the N. C. A. had no right to refuse him the privilege of riding. Poor Howell; but then he's not a stranger in a strange country. Let him seek his friends around here and see if they can not provide some special races for him.

It was a noticeable fact that Harry Wheeler did not ride in the N. C. A. races in this city on Saturday. It was not his fear of Schofield that prevented him from riding but rather his dissatisfaction with the management of the professional races. Wheeler realizes that there is no chance for him to make any money in this country, so now contemplates going to France. The recent death of the French champion will not delay his plans at all. He anticipates going over and trying for records, and will be ready to race any of the Frenchmen for a good sum.

Everything seems to indicate that the New York Cycle Show, which will be held in Madison Square Garden from January 8 to 13, will be an affair which will far eclipse the Philadelphia exhibit. The show will be under the auspices of the Metropolitan Association of Cycling Clubs. In addition to the exhibit there will be a series of amateur and professional races throughout the day and evening.

The supporters of the Class B rule are receiving considerable criticism of late, but in spite of the adverse comments which are being advanced against the formation of this semi-professional class, there is every reason to believe that the rule will be brought up at the National Assembly meeting. The failure of the rule to receive a hearing last year has resulted in showing the Racing Board the weak points in the rule as proposed last February, and the new rule will have a great many of its objectionable points obliterated. The racing men here in the east anticipate the passage of a Class B rule with a great deal of pleasure. The arguments advanced that Chairman Raymond, of the Racing Board, should force the "circumstantial evidence" rule, instead of proposing anything which will connect the L. A. W. in any way with professionalism, does not seem to stand very consistently, when any persons conversant with the racing administration during the past year can readily see that the chairman of the board tried to have this latter rule enforced but was not supported by his entire board, so that the uselessness of the rule was apparent.

The only way to force a strict amateur rule is to have the entire racing board composed of a strictly amateur set of men. As it now stands there are some men on the board outside of the eastern states who entertain the fear that the suspension of prominent riders will injure racing. The men on the Racing Board should not be composed of such material. Under the existing circumstances Class B seems to be the only reform. True, it is objectionable in some ways, but let some of the strong amateur adherents propose something better.

## NEWS FROM MILWAUKEE.

MILWAUKEE, WIS., Oct. 8.—The finest part of the cyclist's year is now coming in. The fall rains are past, and the languid sun of the Indian summer prepares the roads for the October wheeling. Happy the wise wheelman who eschews the clubhouse and takes to the road. Though the men who do this are few, their rewards are beyond reckoning. The air is pure and bracing, the leaves show the colors of the rainbow, the sky is a glorious panorama of light, and Lake Michigan's waters shine like burnished copper under the rays of the declining sun. To such straits has cycling been reduced by the racing fever, that club runs are few, and are reluctantly undertaken even by the hardy handful who start; and unless a race meet is close ahead, one seldom sees a wheelman except those who appear to be riding from their homes to the office, or from the office home. Whitefish Bay drive, smooth and hard, affording a marine view surpassed by few spots in interior America, is deserted. The toll-gate man told me yesterday that but one wheel beside mine had passed that way during three weeks. It is explainable only on the hypothesis that people have generally ceased to regard the bicycle as an aid to an outing and have come to count it mainly a convenience, a time-saver, like a suburban train or a trolley-car. Heaven enlighten the victims of that deplorable heresy.

The North Side Cycling Club's road race, which was to be run today (Sunday), has been postponed till next Sunday. It is not, primarily, a road race. That is, not the conventional road race. The club managers are not in it for sport, but for cash, so they want a clear day for the race and hope to get a large crowd into Athletic Park to see the finish.

Evidently bicycling has nothing to fear from base ball in this place. The Bostons and All-Stars played two games here last week to a total of 240

paid admissions. No race meet has ever done so poorly, though many have deserved to.

The Telegram Club is dead, but the Milwaukee Wheelmen are still kicking. A hilarious section of the Wheelmen,—i. e., the Weary Wobblers,—will entertain their friends at a fancy dress ball at the clubhouse, 537 Milwaukee street, on Saturday, October 14. Only gentlemen will be present, and a prize will be given to the visitor or club man whose attire is most utterly disreputable and dilapidated. The judges to award the prizes are Governor Peck (who has met a large army of office-seekers), Chief of Police Janssen (whose fitness to judge in such a competition will readily be conceded), and Mayor Koch.

MILWAUKEE, WIS., Oct. 9.—At St. John's Lutheran Church tomorrow evening, Fred Schroeder and Miss Lulu Schwartzburg, representatives of two of the prominent German-American families of Milwaukee, will be united in marriage. Mr. Schroeder has for several years been chairman of the racing board of the Milwaukee Wheelmen. He is also secretary of the John Schroeder Lumber Co., a very wealthy corporation, of which his father is the principal owner. Martin Patitz, official handicapper of the L. A. W. for Wisconsin, is to be best man, and Miss Rose Schroeder, Fred Schroeder's sister, maid of honor. Mr. Patitz and Miss Schroeder will be married at an early date.

## Chicago Races Postponed.

It was a beautiful starlit night, the wind blew briskly from the south, and everything pointed to a lovely day on the evening of October 5. Three hours later a small cloud no larger than a man's hand crept above the horizon and while the racing men were sleeping a drizzling rain fell and the Chicago track, which was not in the best of condition, was turned into a swamp. All day Friday it rained and the committee began to look dubious. A meeting was held and it was decided to call the races off rather than take chances on Saturday. The fickleness of Chicago weather was shown next day when the sun came out from his temporary hiding place and dried up the track and made it rideable. But the races had been called off, and quite a crowd of would-be spectators, who went to the track in hopes of seeing some fine racing, were fooled.

## College Races.

CHAMPAIGN, ILL., Oct. 11.—At the athletic games of the Illinois Athletic Association held here today the one-mile handicap bicycle race was won by Schenck, from the sixty-five-yard mark, in 2:45 3-5, with Bauschback, scratch, second. The two-mile handicap was won by Holston, from 220 yards, in 5:57 1-2, with Bauschback second, and Schenck third, both from scratch.

## Wound Up the Local Season.

SYRACUSE, N. Y., Oct. 6.—The races at Phoenix today wound up the racing season in this city. A fine track, an almost perfect day, an excellent management, and John S. Johnson made a successful meet. The rivalry between the local riders was interesting, and John Wilkinson easily proved himself the local champion. Johnson won the half and one mile open, Wilkinson the two-mile county championship, Fisher the mile handicap, and Gardner the two-mile handicap.



LESNA, HOLDER OF THE WORLD'S 24-HOUR RECORD.



## NOTES WISE AND OTHERWISE.

Terront has started from Paris on his trip to St. Petersburg.

John S. Johnson will wind up his racing season at Minneapolis tomorrow.

An Australian named James has just done twenty-five miles on the road in 61 minutes.

The Misses Stella and Maria Hunt, American wheelwomen, are touring through France.

Charles H. Fenner and E. C. Newman, prominent in cycling circles in New Orleans, are in Chicago taking in the Fair.

Bliss and Dirnberger will make a little pot-hunting expedition to Jacksonville, Ill., on the 13th, and Waverly, Ill., on the 17th.

Results at Lafayette, Ind., October 9: Quarter-mile open, Scott won; one-mile open, Gangwer won; two-mile handicap, Davis won.

Owing to the success of the races given at Decatur, Ill., September 1, the Decatur C. C. has determined to hold another meet. October 19 is the date.

C. S. Buck, of the Chautauqua Cycle Co., Jamestown, N. Y., and Charles Hood, Columbia agent at Wellington, Kan., were among our visitors this week.

It is learned on good authority that five, and possibly more, promateur racing teams will be in the field next season, each to consist of five or more men.

Lindley, who was thought to have been fatally injured by a fall in the recent Philadelphia races, is rapidly convalescing and will be able to ride again in a week.

F. B. Hart made a flying trip to Galva, Ill., October 5, and won the half-mile, the quarter-mile, the five-mile, and the one-mile handicap. Wylie won the consolation race.

John S. Prince has broken the half-mile professional record at Herne Hill. From a standing start he negotiated the distance in 1:18 1-5. Wonder if he had pacemakers the entire distance.

Zimmerman started in the two-mile open at the A. A. U. games last Saturday at New York. Before the rush home Zim fell and Hoyland Smith won the race, W. F. Murphy second. Time, 5:35 3-5.

In Paris the superintendent of the Bois de Vincennes is planning to establish a path in the Bois especially reserved for cyclists. No doubt he will be successful, seeing the Belgians have shown the way.

The Buffalo Athletic Club is on its last legs. The cycling element in this organization had been met with rebuffs and opposition instead of being supported. Most of the wheelmen will join the Ramblers.

C. W. Dorntge, the Buffalo professional, rode against the trotter Prairie Bell, owned by R. Davies, last Saturday at the Woodbine course, but was defeated in two straight heats. Time, 2:25 and 2:22 4-5.

An industrious man in Toronto has patented a new front driver, the front wheel being thirty inches in diameter and the rear about a foot in diameter. The gear is exceedingly simple and runs remarkably easy. It is geared to sixty-eight and can be geared to seventy-eight, and still run as easily as an ordinary safety. The model, made by a blacksmith, weighs in the region of twenty pounds.

Last Wednesday evening the Ravenswood Cycling Club added another to its long list of novel entertainments. The latest was termed "Trocadero," and was a very clever take-off on the down-town show of that name. Club members took the parts, the cleverest by far being Charlie Field's exhibition as Sandow. Tables were set around the sides of the room and busy waiters supplied solid and liquid refreshments in the form of cheese sandwiches, ginger ale, etc., to hungry and thirsty spectators. C. E. Churchill was the presiding genius.

### France's Dead Champion.



GEORGES CASSIGNARD.

The celebrated French champion Georges Cassignard, who was killed September 28 by falling from a horse, had started for a horseback ride accompanied by Charron, the cyclist. As he attempted to pass a heavy wagon he unintentionally spurred his horse, which started on a run along a sidewalk that was barred by building material. The horse slipped and Cassignard was thrown head foremost to the pavement and terribly mangled. He was taken to the hospital and expired eight hours afterward without regaining consciousness. The cyclist world throughout France and Europe are in mourning for the great French champion.

## THE RAMBLER MEN ARE NEARLY THROUGH.

During the racing season now at a close the Rambler team, comprising Bliss, Githens, Taylor, and Dirnberger, have traveled over 20,000 miles in three months, raced at thirty-five different places on fifty-five different days, and have won an aggregate of \$16,000 worth of prizes. Bliss and Dirnberger will, after two more small meets, give up riding for the year. Taylor has already done so, as has Githens. Individually and collectively these men have traveled more miles in less time and have raced at more meets and in more races than any other racing men in the world. At most of the meets at which they have competed they have taken the lion's share of prizes, and one and all now feel the need of a good winter's rest and so have abandoned all talk or thoughts of a southern record-breaking trip.

### Garfield Wheelmen's Road Race.

The annual ten-mile road race of the Garfield Wheelmen was run last Saturday afternoon at 4 o'clock, over the Garfield boulevard and Western avenue course. Vincent Loos, of the South Side Cycling Club, won the time prize, covering the course in 32:07, which was fast time considering that a very strong wind prevailed the entire afternoon. J. P. Vinyard, of the Garfield Wheelmen, finished first, never being overtaken during the race. Following is a list of the first five riders who finished, with their respective handicaps and times:

Name.	Handicap.	Time.
J. P. Vinyard	7 min.	37:15
R. R. Hopkins	3 m. 30 s.	34:06
C. A. Morrison	2 min.	32:30
Vincent Loos	Scratch	32:07
H. M. Otto	Scratch	33:30

## AMERICAN RECORDS TO DATE.

### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile standing start	31 1/2 *	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile standing start	1:00 2/5 *	H. C. Tyler	Springfield, Sept. 14, 1893
3/4-mile standing start	1:41 1/2 *	George F. Taylor	Springfield, Sept. 15, 1892
1-mile standing start	2:14 3/5 *	W. C. Sanger	Hartford, July 4, 1893
1-mile standing start	2:08 1/5 *	W. C. Sanger	Springfield, Sept. 12, 1893
2-mile standing start	4:51 *	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:31 3/5 *	W. C. Sanger	Springfield, Sept. 14, 1893
3-mile standing start	7:38 3/5 *	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31 *	Frank Waller	Indianapolis, July 5, 1893
3-mile standing start	7:15 3/4 *	John S. Johnson	Minneapolis, Aug. 18, 1893
4-mile standing start	10:13 1/5 *	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1/2 *	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3/5 *	A. E. Lumsden	Evansville, Oct. 6, 1892
5-mile standing start	12:04 1/5 *	H. C. Wheeler	New York, Aug. 26, 1893
6-mile standing start	15:15 1/5 *	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	17:43 3/5 *	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 1/5 *	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start	51:18 3/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile standing start	1:04:34 3/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile standing start	1:17:56 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 2/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893

### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	25 1/5 *	H. C. Tyler	Hartford, Sept. 4, 1893
1/4-mile flying start	27 *	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/4-mile standing start	29 1/5 *	H. C. Tyler	Springfield, Oct. 9, 1893
1/4-mile standing start	30 1/5 *	E. A. Nelson	Hartford, July 4, 1893
1/2-mile flying start	56 3/5 *	W. W. Windle	Springfield, Oct. 8, 1892
1/2-mile flying start	57 *	W. W. Windle	Springfield, Oct. 8, 1892
1/2-mile standing start	1:01 *	H. C. Tyler	Springfield, Oct. 11, 1893
1/2-mile standing start	1:01 1/5 *	A. A. Zimmerman	Hartford, Sept. 8, 1892
3/4-mile flying start	1:26 3/5 *	W. W. Windle	Springfield, Oct. 11, 1893
3/4-mile flying start	1:30 1/5 *	W. W. Windle	Springfield, Oct. 7, 1892
3/4-mile standing start	1:30 1/5 *	H. C. Tyler	Springfield, Oct. 11, 1893
3/4-mile standing start	1:34 *	W. W. Windle	Springfield, Oct. 8, 1892
1-mile flying start	1:56 1/5 *	W. W. Windle	Springfield, Oct. 11, 1893
1-mile flying start	2:02 3/5 *	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	2:00 2/5 *	H. C. Tyler	Springfield, Oct. 11, 1893
1-mile standing start	2:05 2/5 *	W. W. Windle	Springfield, Oct. 8, 1892
2-mile flying start	4:15 *	H. C. Tyler	Springfield, Sept. 29, 1893
2-mile standing start	4:28 3/5 *	W. W. Windle	Springfield, Sept. 30, 1892
3-mile standing start	6:45 1/5 *	L. S. Meintjes	Springfield, Sept. 11, 1893
4-mile standing start	8:57 3/5 *	L. S. Meintjes	Springfield, Sept. 11, 1893
5-mile standing start	11:06 1/5 *	L. S. Meintjes	Springfield, Sept. 11, 1893
6-mile standing start	13:43 1/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
7-mile standing start	16:05 1/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
8-mile standing start	18:26 1/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
9-mile standing start	20:46 3/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
10-mile standing start	23:04 3/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
15-mile standing start	34:37 *	L. S. Meintjes	Springfield, Sept. 14, 1893
20-mile standing start	46:07 *	L. S. Meintjes	Springfield, Sept. 14, 1893
25-mile standing start	57:40 3/5 *	L. S. Meintjes	Springfield, Sept. 14, 1893
30-mile standing start	1:17:56 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 2/5 *	L. S. Meintjes	Chicago, Aug. 12, 1893

### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
10 miles	27:26	James Willis	Newark, N. J., Sept. 9, 1893
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	1:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:32:20	F. A. Foell	Buffalo, Aug. 26, 1893
100 miles	5:48:45	J. W. Linneman	Newark, July 15, 1893

\*World's Records.

†Not yet accepted.

‡Professional.



## A NEW MILE RECORD.

**F. Pope Puts the English Mile Record at 2:05—A 24-Hour Ride—Other Racing News.**

LONDON, Sept 30.—Owing to the unfavorable weather we have experienced this week, little has been done at Herne Hill. However, on Wednesday evening F. Pope, of Alfreton, made a second and a successful attempt to lower the mile record, which stood to the joint credit of Harris and T. Relph at 2:07 2-5. Paced by Osmond, Merry, and Good, Pope's times were as follows: Quarter-mile, :32 4-5; half-mile, 1:03 4-5; three-quarter mile, 1:33 2-5; mile, 2:05. The time for the three-quarter-mile was 1 2-5 seconds better than the previous best, and the mile time 22-5 seconds better than Harris' former record. The weather conditions were anything but favorable and the performance must be considered a grand one. Pope was a Derbyshire coal-miner until lately, when he entered the firm of Humber, Cripps & Goddard. He has been a prominent and successful racer since the middle of this year only. On the same evening L. Stroud turned out to recover the world's record for an hour on a tricycle, put up by the Frenchman Echalie lately on the Velodrome Buffalo. This he failed to accomplish. The Frenchman's world's records commenced at eleven miles and ran on in an unbroken string to twenty-two miles in 58 minutes 48 seconds, and 22 miles 848 yards in the hour. However, Stroud rode 22 miles 180 yards in the hour. He began removing his own world's bests at two miles, and at eleven miles went on beating Arnold's previous British bests to the end of the journey. But for an attack of cramp at the half distance, Stroud would probably have effaced the Frenchman's times with ease. Pem Coleman took the times.

The entries for the 12-hour race at Herne Hill next Saturday embrace some interesting names. A. V. Linton, the Welsh crack, A. T. Nixon, S. F. Edge, L. Stroud, G. E. Osmond, E. V. Soanes, H. Hammond, the F.-D. crack, and M. B. Fowler have already entered. J. E. L. Bates is likely to enter. The "Anchor" Shield, a trophy formerly raced for annually by the Southern Counties campers, and originally presented by the late Mrs. Dibble, of the world-famed Anchor Hotel at Ripley, has been transferred to the London County Club, and will be put up for next Saturday's event. It will become the

absolute property of any one winning it three times in succession. On Friday the news reached London of the death of Georges Cassignard the popular French racing cyclist. The unfortunate young rider, who was esteemed as the foremost wheelman of his country, fell from a horse in Paris fracturing his skull. Cassignard was in his twentieth year, and a fine, stalwart, well-built man. During a recent visit to Italy he had carried all before him on the path. He first became prominent at the time of the Bordeaux-Paris race in 1891, when he paced for great distances.

The weather last Saturday proved very unfavorable for Johnnie Price's 24-hour ride. Yet although some were compelled to give up before half time, owing to the cold, a good proportion continued to the end, fourteen actually finishing. The best performances were the following:

	12 Hours.	24 Hours.
L. J. Ware, Coventry and District B. C.	174	303
C. H. Lanyard, North Road C. C.	162	294 1-2
F. B. Goodwin, City of London B. C.	153	165
J. P. Paget, City of London B. C.	150	207

Ware was quite a novice at the all-day game and had no idea how long he would be able to persevere. He rode a Triumph safety with Palmer tires.

The Southern Counties' road championship, over a distance of fifty miles, was held last Saturday. It consisted of the championship race and a

sealed handicap, which was won by S. H. Fearon, of the old Tennysonians, with 6 1-2 minutes' start. The championship was secured by J. Platt Betts, of the South Roads Club. Fearon will hold for a year the very handsome shield presented by T. H. Roberts, president of the Southern Road Riding Association.

There were some time trials at High Beech track, Epping Forest, last Saturday, but the weather was windy and wet and nothing remarkable was done. H. B. Howard rode 21 miles 1,324 yards in the hour on a safety, which will be considered the Essex 1 hour record. The standard time for fifty miles was 2 hours 30 minutes, and W. A. Law rode the distance in 2:29:42 1-5, H. Hammond being a poor second owing to an accident to his pedal.

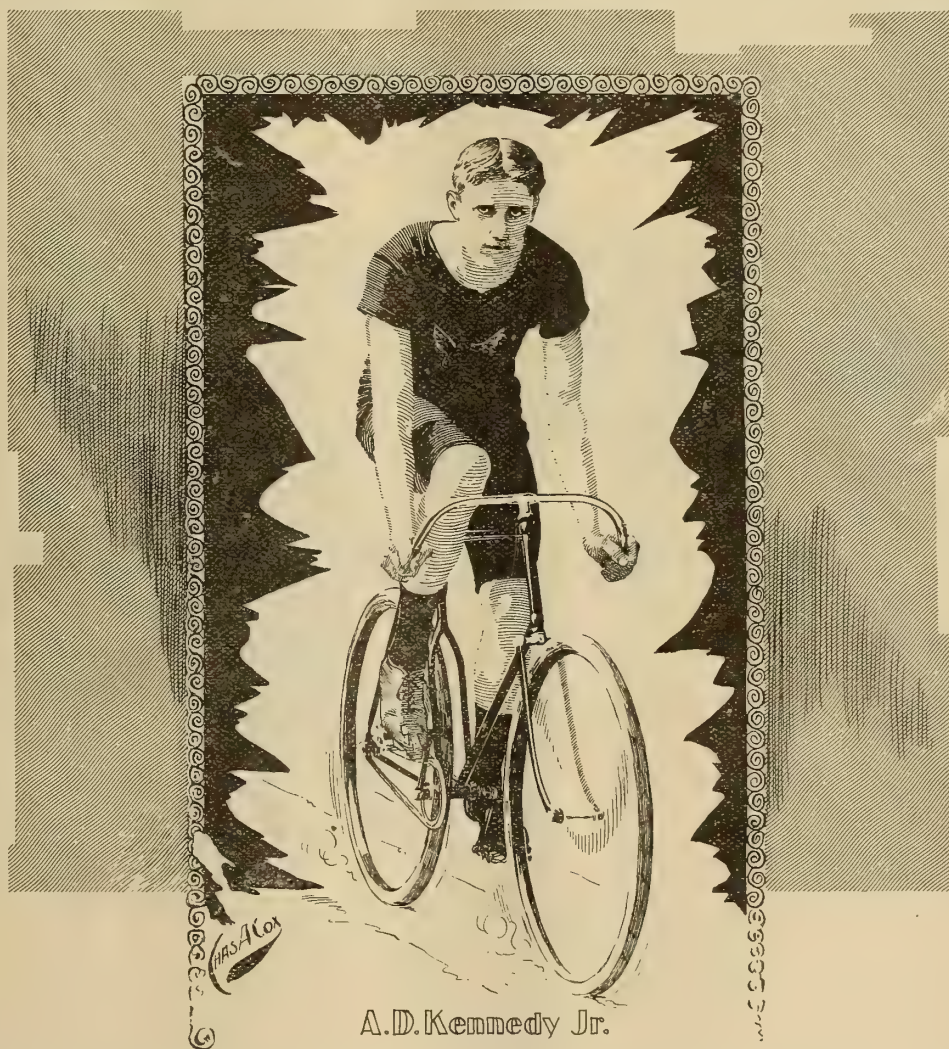
Last night F. May won the twenty-five-mile championship of the Brixton B. C. in 1:10:50 on Herne Hill track. A. V. Puckle, last year's holder, was second in 1:12:45. The standard time fixed was 1 hour 17 minutes. Pacemakers were allowed.

C. W. HARTUNG.

## A. D. KENNEDY, JR.

Chicago has always been celebrated for her racing men. She has more first-class racing men than any other city in America, and it is a poor year

when she does not produce at least one good 'un. This year's youngster has been A. D. Kennedy, Jr., of the Illinois Cycling Club. Kennedy has always been a good road rider and last year ran second in the novice race at Washington Park. He was a dark horse in the Pullman this year, but met the fate of most of this species—he fell before he had gone five miles. His next appearance was at Rockford, Ill., July 4, when he captured one first, two seconds, and one third. But it was not until the great Chicago meet that he showed his true riding abilities. During this meet he gave Crooks a tussle in the two-mile handicap on Wednesday and finished a close second to the Buffalonian. He won the 2:40 class from such men as Grosch, Steele, and Conn Baker, and capped the climax by beating out the redoubtable Githens in the final sprint in the three-mile handicap. He went on part of the circuit and scored heavily at Milwaukee, Ripon, Saginaw, and Bay City, winning a mile open at one of the places from George F. Taylor and M. F. Dirnberger. Kennedy is nineteen years of age and is a well-built



A. D. Kennedy Jr.

lad. His famous sprint—which makes an angle-worm turn green with envy there's so many wriggles in it—is the most remarkable ever seen on the track.

## All Favor Colors.

It has been proposed for consideration that the racing men all wear some distinctive color instead of wearing numbers, which are often impossible to decipher; and really, I think the Racing Board could do worse than consider the matter seriously.

Racing men have always showed a lamentable lack of good taste in dressing for the track. There is a great necessity for the racers to have some distinctive color to aid in identifying them. There need be no conflict. Each man could make his selection and register his choice and in case of a controversy, the first man would of course have the preference. The innovation would add life and beauty to an oftentimes dull picture and the matter should, by all means, be considered by the Racing Board in constructing the rules for '94.—*Wheelmen's Gazette*.

The Metropolitan Association of Cycling Clubs, of New York, is much wrought up at the prominent racing men who failed to put in an appearance at its recent race meet, after promising to do so. At its last meeting a resolution was passed expressing its chagrin, displeasure, and disapprobation at the racing men's actions.



## THE BICYCLE GIRL.

A writer on the Oakland (Cal.) *Echoes* does not like to see young ladies ride bicycles, and writes the following satirical article, which, to say the least, is well written:

"Today—it's a straddle or nothing. Grandmamma's advice has been thrown to the winds. Lovely woman has won her biggest victory, for after the bicycle, what is there to set metes and bounds to her progress? Is not the boundless universe hers now? It is not the first time a great question has been solved by a straddle, either, *mes bons*.

"The poor men stand by with hands lifted up in holy horror. The veriest roue, the most hardened worldling, catches his breath and blushes as the bicycle girl flits by him, her trim ankles glancing in the sunlight and her fine figure poised in graceful equilibrium. He feels instinctively that she is near the goal; that she is closer upon his heels than ever; that nothing will now satisfy her until her chair is tilted, and her neat little buttoned boots lined up with his patent leathers in the club window. Hence I ask, After the bicycle girl, what? And I ask it in all seriousness, for I consider that the bicycle girl is proof that woman has firmly made up her mind to break away absolutely and entirely from the 'disabilities' which man has put upon her in his various schemes to keep her in a condition of tutelage.

"The bicycle girl is but a foretaste of woman as she is to be in the middle of the next century.

"To grandmother's advice: 'Sit up straight, don't cross your legs, keep your knees together,' now comes this response: 'Bah, *vous m'ennuyez* with your old-fashioned twaddle. From this time on, we women intend to use our minds and our legs as we see fit. We have as much right to straddle a wheel as you men have, and when mounted thereon we don't look any more ridiculous than you do; in fact, messieurs, we make a better showing than you do. But messieurs, we don't propose to stop here; we propose to do away with the dangerous side saddle and ride our horses as we do our bikes—each leg where it will do the most good. We are what heaven hath made us and we see no reason for being ashamed of it.

"By the middle of next century we shall patronize the same tailor, the same shoemaker, and the same hatter. Our underclothes will be of the same style; your shirts and ours will vary only in size; we shall be able to lend each other a collar, or a tie, or a handkerchief, or a pair of socks. Poudre de riz, cosmetics, and the corset of today will be relegated to the keeping of the attic storeroom along with the ridiculous finery of our grandmothers. We shall be, however, neither minotours nor monsters, but healthy, graceful, well developed women, who will be just as fond as ever of the pressure of that divine circle a good, stout, manly arm, and the exquisite titillation of a pair of strong, ripe, wholesome lips, pressed respectfully, devotedly, reverently, and in rapturous parallel upon ours.

"Both sexes will stand exactly upon the same level. We shall be harder to win, but worth more when got; more reasonable, more serviceable, more companionable, more enjoyable. Between our attire and yours there will be about as much difference as between the plumage of the male and female bird. Only ours will be the gaudier and not yours, as in the case of the birds. We shall have no pleasures, no amusements, no recreations, except in common, and although we shall not, as did the Spanish women in the Middle Ages, make use of plates of lead to flatten our busts, yet our figures will most surely undergo a change. Juno and Ceres will part with their plenitude of charm; Venus surrender up her look of overripeness; Diana do a little banting, and Minerva grow somewhat less in bust measurement.

"The successor to the bicycle girl, the middle of next century girl, will be a delicious compound of Hebe and Ganymede—the boy-woman, with the eyes of a heifer and the voice of a contralto; with the face of a gentle lad and the limbs of a female trapeze performer; with the teeth of a young dog, the cheek of a peasant lass, and the breath of a cow that has been nibbling wild mignonette. When this happy day dawns, the ordinary love songs of

today will sound as ridiculous as the tender passages of the "Song of Solomon" do to us now.

"And yet, messieurs, do not be solicitous, for we shall be just as lovable as Juliet, just as kissable as Kate, just as adorable as Beatrice, just as fascinating as Rosalind, just as entrancing as Cleopatra, just as huggable as Cressida, who had 'language in her eye, her cheek, her lip; whose very feet could talk.'"

### Brother Bill's Winnings.

The thick-necked barber was telling about a road race in which his brother, who is somewhat of a bicyclist, had ridden.

"Why," he said, "that race was just like pie for Bill. He won that medal as easy as if he had found it."

"Where was it?" asked the man in the chair.

"Over in Canada. You see, it was this way: Bill hadn't been doin' much trainin', but I says to him that that race was a puddin', an he went into it. He won in a walk. The prize was a \$150 bicycle."

"Had an easy thing, did he?" asked the man in the chair.

"Easy ain't no name for it. He got that horse an' buggy that was hung up for the prize as slick as if some man had come along an' give it to him. It was a cinch."

"Were there any other good riders in the race?" asked the man in the chair.

"Oh, half-a-dozen or so was scratch men, like Bill; but, you see, Bill didn't mind no little thing like that. He said to me before he went over that he was out for that grand piano that was put up for first, an' he didn't

take no chances. He just cut out the runnin' from the very start, an' when he got home he says to my sister, says he, 'Sis, I won you a grand piano over there of them blamed Canucks, an' it will be over here in a day or two,' says he. An', say, that piano is a daisy an' no mistake."

"Pretty valuable prize," ventured the man in the chair.

"Oh, sort of. Besides the piano there was a \$250 watch that was hung up too. Bill he just naturally cabbaged the hull outfit. When it comes to ridin' a bike, Bill's as good as they make 'em."

Just then a lantern-jawed, stoop-shouldered youth strolled into the shop.

"Hullo, Bill!" said the thick-necked barber, "I was tellin' this gentleman about the prize you took over in Canada the other day."

"Yes," said the man in the chair, "as near as I can make out it was a medal, a bicycle, a horse

and buggy, a grand piano, and a \$250 watch."

During the recital the lantern jaws of the youth opened wide in astonishment, says the *Buffalo Express*.

"Was that what he said?" he asked.

"As near as I could make out," replied the man in the chair.

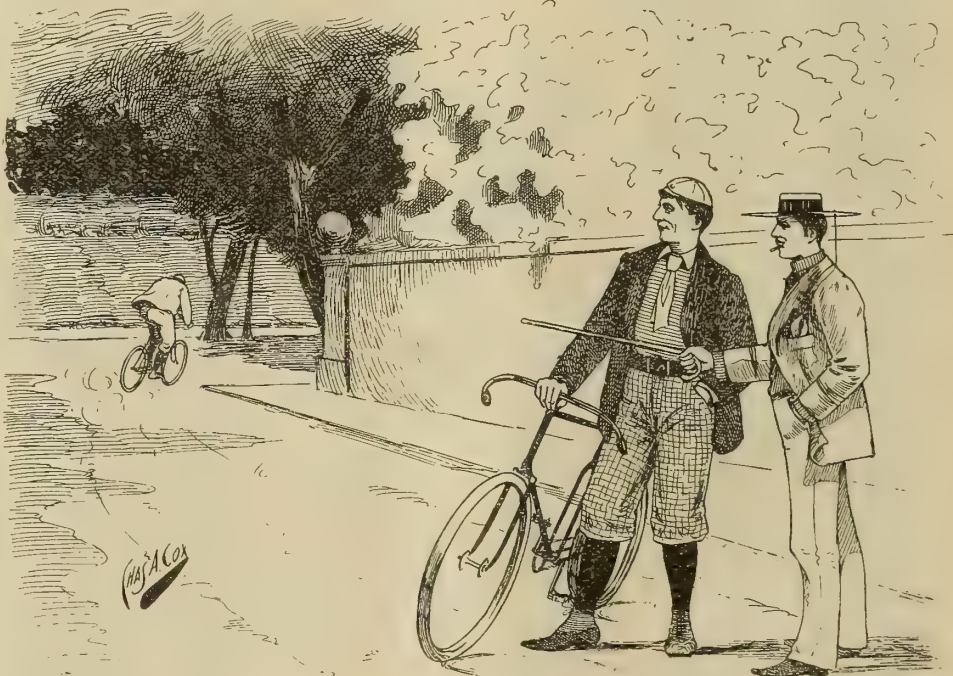
"Well," said the lantern-jawed youth slowly, "that's pretty close for him. What I got was an oak rocking-chair."

And the thick-necked barber took an inch of skin off the chin of the man in the chair for revenge.

### Merrills' Plucky Ride.

CLEVELAND, OHIO, Oct. 9.—C. G. Merrills, of the Cleveland Wheel Club, broke the Ohio State record for 24 hours, riding 246 miles in 23:15:00. He was unpaced and had two or three punctures to contend with. Given good roads and barring accidents, he is quite capable of doing 320 miles in the twenty-four hours as he rode the second century in 7:20:00, and then, owing to punctures, it took him over five hours to cover the last forty miles. There is some talk of an attempt being made to lower the 24-hour track record by Cleveland riders.

C. H. Petticord, who is riding from Pittsburg to Chicago with his sister, announces that he will try for Spooner's 24-hour record while he is in the World's Fair City.



HE RIDES WITH HIS MOUTH.

THOMPSON—"There goes Bob on his way to the races. I hope he will give a good account of himself."  
JONES—"Oh, he'll do that. It's the account others will give of him on which you can place the most reliance."



# Measure the Quality of

## COLUMBIAS

Against the bicycles of the whole world and they will stand any test.

The reputation enjoyed by COLUMBIA BICYCLES has been well earned. The first American bicycle built was a COLUMBIA. That bicycle was built as well as the means at hand would permit, and from the first to the last, with constantly increasing experience and facilities, our effort has been to build every COLUMBIA BICYCLE as nearly right in design, construction, finish, and quality of materials as possible, regardless of expense, until today they not only lead in America, but enjoy the proud distinction of being absolutely the standard bicycles of the world.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



# Ye Gods! Ye Gods! Of Cycling Records!

How many of the manufacturers on whose wheels records have been made during the year 1893 can make oath that they have not paid, directly or indirectly, the amateur (???) who made them?

What a great and paying (??) ad. it must be for a wheel to have records of this kind!

When anyone refers to records awheel now-a-days, you at once associate them with "hired pedal-pushers," and the question arises: "How much did they cost?"

Mind you, on the FOWLER they come without the aid of these "hired record-breakers" and "world-beaters," who ride for the hard coin only, or they don't come.

## THE FOWLER

holds a number of track and road records (by "simon-pure" amateurs), but the one on which we and our agents "bank" (even in these hard times), is the fact that we have made

### A Wheel that Has Stood Every Test!

and is the honest high-grade wheel we told you we were going to build, and **did** build.

We are on deck for 1894, and looking you square in the eye, telling you that next year's FOWLER will still remain at the top.

We have a great wheel and know it--you know it--and the people who don't know it shall know it!

#### AGENTS:

In 1894 you won't have to spend all your time in making apologies if you get the Fowler. Be wise.

### Hill Cycle Mfg. Co.

142-148 W. WASHINGTON ST., CHICAGO, ILL.

#### DON'T FORGET

We are selling agents for the finest, lightest, and strongest WOODEN RIMS on the market, and that the manufacturers guarantee them for road wheels. Write us.





**The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.**

*Bearings Publishing Co., Chicago, Ill.*

*Gentlemen: In reply to your query of the 25th as to what we think of "The Bearings," will say that we think it is all right in the fullest sense of the phrase. It is full of late and accurate news, well put together, well edited, and well printed. The amount of advertising patronage it enjoys proves that the advertisers must be satisfied.*

*As to our own experience in it, will say that our advertisements in all the wheel papers have produced far greater results than has ever before come under the writer's experience or observation, and "The Bearings" has fully maintained its reputation as a producer; no paper has given us more satisfactory results.*

*Yours truly,*

*St. Louis Refrigerator & Wooden Gutter Co.*

*St. Louis, Mo., Sept. 26, '93.*

*per L.W. Conkling.*

## NEW YORK OR PHILADELPHIA?

It is a lucky thing for the newspapers that such a thing as a cycle show was invented. It gives some of the papers a chance to get into the show business and the rest something to talk about. All we have so far is something to talk about. But we are living in hopes that with all the other afflictions that Chicago has undergone she will at some time number a cycle show. Then we will show our fine Italian hand and be happy. In the meantime we can not sit by in peace and see our New York contemporary advocating a cycle show in New York. With one egregious failure to the credit of the place where New York proposes to hold a show shortly after the first of the year, the New York paper criticises the management of the Philadelphia shows. Do not talk of records, New Yorkers, for in them you will have all the worst of the argument. It would not make us really sick to see a show in New York; but to have it follow one at the Quaker City would come very near it. Philadelphia will undoubtedly hold a show in December that will be the show, and we can not help feeling that Father Knickerbocker's affair will be of secondary importance, and will ill repay the makers who exhibit there. We can not do more than repeat what we said last week, viz., that it is the duty of the big makers to announce their intentions as to where they will exhibit early, and if possible save a suffering public the agony of two shows. Be it held where it may, one good show will be worth two—good, bad, or indifferent.

## THE PHILADELPHIA CYCLE SHOW.

The Associated Cycling Clubs of Philadelphia have sent out the following circular letter to the cycle trade and press:

*Gentlemen: Relative to the National Cycle Show of 1894, the Associated Cycling Clubs, of Philadelphia, beg to state that we have received assurances from a large number of the leading people in the trade that they will support and exhibit at our show, which will be held in the First Regiment Armory, Broad and Callowhill streets; and we can confidently say that the show at Philadelphia will be the representative show of the year.*

We desire also to say that the statements that have gone out from certain sources that a large portion of the trade have indicated a preference for New York, misrepresent the facts and are misleading. Prominent manufacturers who have been quoted as favoring New York have written us that they have a decided preference for Philadelphia.

Before announcing the date of the show, we are awaiting some further information from the trade, but in a few days we shall make a definite selection of date. In the meantime we wish to impress upon you the fact that the National Cycle Show will be held in Philadelphia and that the use of the name by any other association is an unwarranted presumption. Respectfully yours, THOMAS HARE, PHILADELPHIA, PA., Oct. 6. Chairman Committee, National Cycle Show.

**Later.**

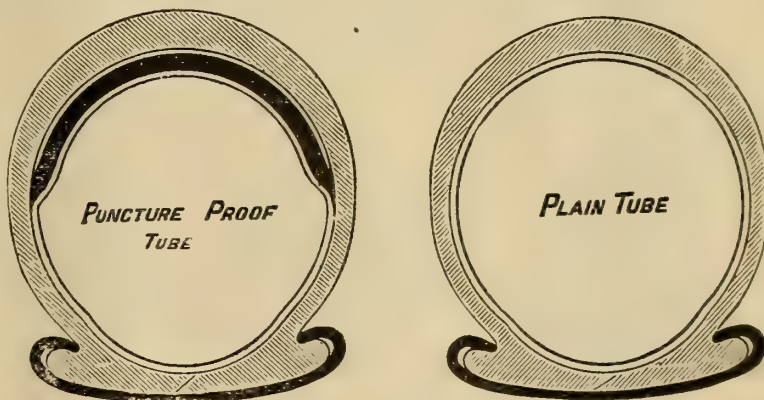
The following telegram from the chairman of the show committee explains itself: "Philadelphia, Oct. 11.—Associated Cycling Clubs will hold their show January 15 to 21 inclusive, the dates favored by the greatest number of the leading manufacturers. The show will have their support."

## ALMOST A PERFECT TIRE.

**The Macintosh Detachable, About to Be Introduced into America, Can be Ridden When Deflated.**

But few of the English tire manufacturers have tried to introduce their wares into an American market and consequently the makers in this country have not had much competition. This last year there have been several English tires put on the market and the Englishmen now show a strong desire to give us a hard rub. Nearly all of the prominent makers in Great Britain are now sending representatives across the pond to see what can be done in this country. The latest English tire to make a bid for American popularity is the Macintosh detachable, made by Charles Macintosh & Co. Ltd., of Manchester, one of the largest manufacturers of india-rubber goods in England. From what can be learned of this tire it promises to become a strong feature in the American tire market, and the home manufacturers will have to be wide awake if they want to retain their prestige.

The Macintosh tire has many fine qualities. It is instantaneously detachable when deflated and easily repaired if punctured, as every tire is certain to be at some time. It is extremely resilient, owing to the high state of tension to which it can be put. It is made of the best Para gray rubber and undue expansion is prevented by a special canvas manufactured

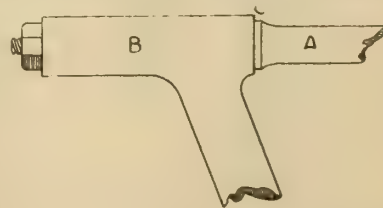


by the Macintosh Co. The tire is fitted to a light rim, and the two combined weigh but a trifle. Among the English racing men the Macintosh is a great favorite and not a few records have been made on it. Not the least of the tire's features is the absence of side roll. Even when deflated the tire can be ridden at a fair rate of speed for a practically unlimited time. There is no danger of the tire coming off the rim or the machine being damaged. Several incidents are related showing this feature of the tire. In the North Road 24-hour race, R. H. Carlisle punctured one of his tires on a broken bottle soon after he had started and rode eighteen miles on the rim; this was a severe test; but the experience of Thomas Parker, who paced H. Church in an attempt on the Brighton-and-back record, was similar. With his front tire entirely deflated, Parker rode seventeen miles under the hour, and the tire stuck to the rim like a brother, and at the finish not a mark could be found on the cover.

The Macintosh Co. hold the United States patent for this method of attachment and announce that they will defend their rights. The Macintosh tire is about to be introduced into the United States and should be a great favorite here, as American riders have long waited for a tire that can be ridden when deflated. They have walked too many weary miles not to eagerly seize such a good thing when they see it. The advent of this tire will be anxiously awaited. The advertisement of this company in this week's issue is worthy of perusal.

## A Good Idea in Seat Post.

EDITOR THE BEARINGS: I noticed an article in THE BEARINGS of September 29 referring to double-ended seat-rods, and quite agree with the writer as to the advantages of having a seat-rod so one can get nearer to his handles if he desires, and at the same time resume the scorching position as the occasion warrants. The additional weight, by using a device of this kind, will be very slight, and with the hollow seat-rod of the usual seven-eighths inches diameter the weight will be below that of the five-eighths inch solid rod. The drawing shown is an adjustable rod for both back and forward adjustment for the saddle, and weighs sixteen ounces. Part A is square seated where it enters B, and has a nut on its end and a shoulder at C, so it can be secured firmly. It can be removed from the seat-post proper at B, and turned around and secured so as to present the adjustment of the regular rod. Very truly,



SAVANNAH, GA., Oct. 2.

W. A. THOMPSON.

Now is the season for lamps, bells, and mud-guards. If you are not fitted with these useful articles you will profit by reading the advertisements of those of our patrons who make specialties of these sundries.



## TRADE OPINIONS ON '94 PRICES.

The *Sporting Goods Dealer* has asked the opinion of many prominent dealers on the prospects for '94, the prices for next year, and the causes of the present depression in trade. A. G. Spalding & Bros. replied that the present outlook is more favorable than it was earlier in the year, and that they did not anticipate a very serious reduction in the price of high-grade wheels, which will, they think, be sold at the same price, or at best but a slight reduction from those of '93. Wilson, Myers & Co. say that the present indications are, on the whole, favorable; the late depression was caused by the unusual prosperity of the country, which developed, as such conditions invariably do, speculation and hazardous business ventures of all kinds. On the subject of prices, they think that '93 prices will not obtain next year unless a large majority of the leading makers agree to adhere strictly to them, which is extremely doubtful.

The American Dunlop Tire Co. feel that there will be plenty of business next year and that the trade will be on a more conservative and businesslike basis. They look for lower prices, smaller discounts, very few jobbers, and less trading in old mounts and selling on the installment plan in the retail trade. The George Worthington Co. do not think the present indications are favorable to a general improvement of the trade. They attribute the trade depression to the uncertainty regarding what Congress may do on the subject of tariff. The Grant Anti-Friction Ball Co. say that they do not expect any material reduction in the price of bicycles, judging from letters received from bicycle manufacturers. In the opinion of Howard A. Smith & Co. the price of bicycles will be reduced \$15 or \$20.

Harry G. Rouse, speaking for Rouse, Hazard & Co., says: "The bicycle trade is not in a condition to withstand the active forms of competition which will result after the tariff is reduced, so as to permit the liberal importation of foreign-built bicycles. Cycle building is overdone in England just as it is in this country, hence English manufacturers would be glad to sell their machines on a very narrow margin, if not at a loss, as is done by many concerns in this country this year. Labor is so much cheaper in England than here, that bicycles can be built much more inexpensively. We do not think there will be any over-production of bicycles for next year, as we think this year's experience has been sufficient to teach the cycle manufacturers to build less, rather than more, than their trade will demand. The list price on bicycles will be reduced next year, but not as much as the general public expects. We think the best-grade bicycles will list at about \$135 and certainly not less than \$125 next year. The writer gives these opinions after talking with nearly all the prominent manufacturers of this country."

"General prices for next year on all lines will be somewhat lower, with no special reason for it other than that present hard times have made a great many people anxious to unload their stock. Prices thus having been cut, will be hard to raise," says the Eagle Bicycle Mfg. Co.

### The Aluminum-vs.-Steel Contest.

E. C. Stearns & Co., in their reply to the last letter of the St. Louis Refrigerator & Wooden Gutter Co., make several objections to the arrangements made by the makers of the Lu-mi-num. They say:

*Gentlemen:* Your favor of September 26 came duly to hand and has had careful consideration. When we forwarded our check to the Wheelman Co. we specified that in case the majority of the judges decided against us, the amount was to be paid to any charitable institution you might name upon the signature of three out of the five judges. We supposed, of course, your check had been sent with the same instructions, but have been advised by the Wheelman Co. you did not specify the number of judges who were to pass on the matter. We have no doubt, however, that was your intention, and before going further shall be glad to have you advise the Wheelman Co. to that effect, so that both our checks in their hands will be on the same basis. Please let us hear from you in regard to this matter.

We have had some difficulty in securing judges, as the gentlemen we want have some hesitation in acting, in view of the fact that there are several points on which your challenge is not explicit. We are, however, in correspondence with them and hope to remove these objections and be in position within a very few days to announce their names and put them in communication with the judges you have selected. We regret there should have been any delay whatever on this point.

In reference to the paragraph in your letter in which you propose that the loser of the tests should pay all expenses for same, would say that we do not find any mention of this matter in the challenge you issued, and in view of the fact that we accepted the challenge just as you proposed it, we would much prefer to proceed on the basis laid down in same, rather than to add to it at the present time a number of other details.

Very truly yours,

E. C. STEARNS & Co.,  
per H. E. Maslin.

SYRACUSE, N. Y., Oct. 4.

### The Latest from St. Louis.

MESSRS. E. C. STEARNS: In response to your letter of October 4 will say: First; That the matter of the amounts at stake being paid under the decision of a majority of the judges seems to us to "go without saying," as the phrase is. We know of no other method that would be possible and fair, and never considered any other possibility. Having heard, however, that you might raise an argument on this point, we, on September 29, wrote specific instructions to the Wheelman Co. that the money was to be paid on the decision of three out of the five judges, and that they should thus notify you. Thus the point was disposed of before you raised it, and we have arranged it as you wish.

Second; Relative to the difficulty you state you have had in securing judges, and your claim that several points in our challenge are not explicit, will say we know of but one point in the challenge, so far as it relates to the duties of the judges, namely, that they are to decide which frame is the stronger, and how great the difference is. How they are to reach this decision is for themselves to determine. We have put no

restrictions on them. Under these circumstances we can not conceive it possible that you have had trouble in securing competent men. We had no difficulty in securing the services of very able and reputable men in two hours, while you have had six weeks time and accomplished nothing. In this connection permit us to refer you to your letter of September 4, in which you say you "are ready to proceed at once." This evidently was all a mistake, as you are not ready yet.

Third; Relative to our proposition that the loser pay the expenses of the test, will say we are surprised that you question the desirability of this. It is customary in all contests, from a game of marbles on up to a war between nations, that the loser "foot the bill." This matter was covered in our very first letter to you (August 26), and you are decidedly late in raising an objection now. You have required us to wager \$500 to nothing before you would meet us in a test; now you would require us to stand the expense entailed in risking our money. The affair is sufficiently one-sided now without imposing this additional burden on us. We suppose you enter this test with some expectation of winning it; if this view of the case is correct and you have any confidence whatever in your goods, we can not see how you can object to a proposition so manifestly fair as this, as it imposes the same risk on each of us, and under it, if you can beat us, you have no bill to pay. We are willing to risk it; ain't you?

Yours truly,

ST. LOUIS, MO., Oct. 10. ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

### Of Interest to Repairers.

Bad cuts in outer covers can be nicely repaired in the following manner: If the tire be of Morgan & Wright pattern, cut the outer cover open for about three inches over the puncture and then sew the cut up from the inside, being careful the thread does not appear on the outside; use an invisible stitch and stick a piece of rubber on the inside of the cover so the moisture and grit will not get at the inside. Then make a sleeve of canvas to go over the inside tube (the size of which can be determined by measuring across the outer cover on the inside, where you have previously cut). As the canvas will stretch some, it is advisable to make it about a quarter of an inch smaller in circumference. The length of the sleeve should be about two inches. Slip it on the inner tube until it is right under the cut in the outer cover. When the tire is inflated, the sleeve on the inner tube will not allow it to expand any more than the inner circumference of the outer cover, and will, in a measure, relieve the strain on the cut part, so the sewn parts will not stretch and gap open.

The subject of repairing a puncture has been considerably rehashed, and a leaky repair is very provoking, especially if the repair is difficult. The great trouble is to rub the soapstone from the rubber, and if this is not entirely removed a leak is probable. One way to do it is to grab the rubber and rub it on the ground. This will remove the white powder. It is a simple and a good way and two pieces of rubber will stick well when the earth is rubbed off well and the solution put on properly.

It is really foolhardy to go on a trip without your monkey wrench. You will probably find a loose pedal nut when you are four miles from the nearest house. On a recent trip I was with an eccentric friend when his pedal nut came loose. Not having a wrench with us we were in a stew as to how to tighten it until my friend cut down a sapling and proceeded to make himself a wooden wrench. This took about fifteen minutes and we succeeded in getting the nut tightened by means of this crude tool. NIBS.

### Just What was Wanted.



One of the weakest points in a saddle has finally been remedied. The nose hook, which has been a thorn in the side of manufacturers, has been done away with by J. H. Sager, of the Rich & Sager Co. On the new and novel device there is no bending strain, no gnawing of the metal, no slipping or rattle of the seat. The little button, as shown in the illustration, is easily adjustable for stretch of the leather, and

is firm, tasty, and capable of holding the hardest and heaviest riders.

### Details of the Palmer Deal.

English advices give the details of the big deal made by John F. Palmer, of Chicago. The Palmer tire will be manufactured in England by a powerful syndicate, consisting of the India-Rubber, Gutta-Percha & Telegraph Works Co., of Silvertown, the Rudge Cycle Co., and the Whitworth Cycle Co. The chief officers of these firms will constitute the board of directors of the Palmer Tire Co., Ltd. The tire will be made by the Silvertown company.

### G. & J. Enlarging Their Plant.

The old warehouse at the corner of North Franklin street and Institute place, Chicago, is being demolished to make room for the new eight-story factory (120 feet long) for which the Gormully & Jeffery Mfg. Co. has just let contracts. This building will afford additional floor space to the amount of one and one-third acres. This does not look like hard times for the Rambler people.

### Warman Makes a Change.

Mr. John Icely Warman, having resigned his position as managing director of Warman & Hazlewood Ltd., of Coventry, England, has been appointed by that company sole agent for the sale of their goods in the United States.



THE

*Lu-Mi-Mum.*

WAS AWARDED THE

**BLUE RIBBON PRIZE**

AND

HIGHEST POSSIBLE HONORS

AT THE

**WORLD'S FAIR!**

WE MADE IT.

**St. Louis Refrigerator & Wooden Gutter Co.**

**ST. LOUIS, MO.**

Incorporated 1873.

Capital \$500,000.00.



## TRADE ITEMS.

The Keating Company has reopened with increased help. About 250 employes are now at work.

W. L. Parker, a cycle dealer at San Jose, Cal., has failed on account of poor business and bad debts.

The Palmer Pneumatic Tire Co. have just made an eighty-eight-inch tire for John Rawle, of Chicago, who will use it on a unicycle he is building.

The Black Manufacturing Co., of Erie, Pa., have named their new wheels for 1894 the "Tribune" and the "Vigilant." The selling prices will be announced later.

The Century Cycle Mfg. Co. was organized at Indianapolis last week. Presumably the plant of the Standard Mfg. Co. has been purchased by some of the old stockholders.

The Ariel Mfg. Co., of Goshen, Ind., has increased its capital stock from \$25,000 to \$50,000. The new stockholders are Ed W. Walker, F. G. Hubbell, C. W. Miller, and Simon Becker.

The Lamb Mfg. Co. has been incorporated in New Jersey, with a capital stock of \$500,000. They will manufacture bicycles, tricycles, and sporting goods. The factory will be located at Chicopee, Mass. A. G. Spalding is interested.

The Red Star Mfg. Co. have just placed the Canadian agency with F. O. Creed, of Halifax, and are negotiating with A. Schlegel, Jr., of Milan, to handle their famous Red Star solid illuminant, Red Star chain lubricant, and Red Star lubricating oil in Italy. Their goods are known in nearly every country where bicycles are used, the company having agencies, besides the above, in England, France, Germany, Melbourne, and Cuba.

### Zimmerman Is a True Gentleman.

E. C. Stearns & Co., in their weekly pamphlet, make the following remarks concerning Zimmerman's defeat:

"The brutality of the old cry, 'The king is dead, long live the king,' has never found favor in the philosophy of the Yellow Fellow. On that account it is without other feeling than that of reprobation that I read here and there grating comment on the little run of hard luck through which A. A. Zimmerman, the American champion, has recently been passing. It is a pity to think that an unkind word could be spoken of so accomplished and gentlemanly a rider as Zimmerman. Wheeling owes too much to the skill of the champion to permit temporary misfortune on his part to give rise to expressions of satisfaction over his defeats. Zimmerman's sun will rise again, and when his old form is restored, he will enter the lists as of yore with his colors flying, the envied figure of the tourney. He is a chivalrous foe himself, it being the testimony of the fastest competitors he meets, that he never begrudges a victory fairly won. It is his nature to encourage in others the resources as a bicyclist of which he is so grandly the master. Only a week or so ago I was told by a crack you all know that after he had run away from Zimmerman in a race at Chicago the champion had only cheery greetings for the winner. 'You have beaten me fairly,' he said, 'but I shall try and not have it occur again.' This was chivalry. It was the outward and visible sign of the gentleman. It is a privilege to be in his company as it is an honor to be at his heels."

### OSMOND SECUNDUS.

For some years past G. E. Osmond has been a minor star, dimmed by the superior brilliancy of his brother, F. J., says *Bi. News*. For a couple of seasons he has almost disappeared from view, but this year he has again burst forth, and with increased brightness proved his right to be considered one of the chief planets on the racing system. Born on July 13, 1871, at Peckham, Osmond did quite a lot of riding on both road and path when but a mere stripling. For the past two years he has been devoting himself steadily to business, but this season, with a frame more set and constitution more seasoned, he determined to try seriously what he could do on the path. His first performance of any note was in the race for the Brixton Cup at Herne Hill on July 8, when he established records from three to six miles inclusive. His next feat was to beat all these records, and, riding 24 miles 1,717 yards in the hour, to create new ones right up to twenty-five miles. On August 17, as recounted in our last issue, he rode two miles in 4:24 3-5. Then at Arnhem, Holland, on the following Monday, he broke the half-mile Dutch record, covering the distance in 1:07 in competition. On the same day, with R. G. Merry, with whom he rode for the first time, on his Whitworth tandem safety he covered a mile in 2:10 3-5 without pacemakers. They went again fifteen minutes afterward, again without pacemakers, and completed the distance in 2:05 3-5, a record for any class of machine. Returning to London, the same pair went again for the mile at Herne Hill on Thursday, the 24th. Once more they rode without pacemakers, their time being 2:07 4-5—a British record. Osmond is a first-claim member of the Anerley B. C., and rides always in the name of that club. He also belongs to the London County C. and A. C. His style is big, with a very powerful leg thrust.

### McCune's Creditors Compromise.

The creditors of the McCune Cycle Co. at a meeting held recently decided to accept twenty-five cents on the dollar, payable in thirty days.

## THE MUNGER CYCLE MANUFACTURING CO.

The outgrowth of the failure of the Standard Manufacturing Co., of Indianapolis, will be two bicycle factories in that city in place of the one that failed. There was some lively competition among those interested in the defunct firm as to who should get hold of the plant. Munger, after securing the requisite capital, made a strong bid for it, but found that things were in such a tangled state that he would be unable to get a clear claim to the property and so abandoned the idea and undertook to organize an entirely new company, in which he was successful. The new concern will be known as the Munger Cycle Manufacturing Co. They will build a machine on the lines of the Arrow—the wheel of the defunct firm—and will add a number of improvements. They will build the lightest road wheel yet put on the market, will use wooden rims exclusively, and will build all wheels with a very narrow tread. The list price will be \$150, and if Munger's productions in the past are to be taken as a criterion the wheels will be worth all that is asked for them. The company have already secured a good location, have their engine and shafting in, and are rapidly getting in the machinery (which will be all new) and the supply of stock for their output, which will be limited the first year to 500 wheels.

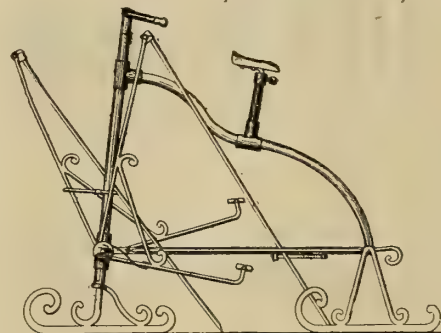
The old Standard company will also be reorganized and will continue the manufacture of the Arrow.

### No Judgments Against the Taylor Cycle Co.

A. A. Taylor, of the assigned Taylor Cycle Co., is very indignant over the report published in *The Wheel* that they had confessed judgment to the Eclipse Bicycle Works just previous to their assignment. He says that they made no such confession of judgment and that there is not a single judgment standing against the firm, but that all their customers will be treated alike.

### The Velocipede Sled.

Dr. E. Christiansen, of Leavenworth, Kan., is marketing a velocipede



sled, the invention of L. Thanner, of Germany. The machine is clumsy looking, but the doctor assures us that it runs easily, and that there is lots of sport to be had out of it. They are in great demand in Germany, Austria, Switzerland, and other foreign countries. Over 133,000 have been sold in England so far. The machine works on almost the same principle as the old

Star and is sold for from \$5 to \$6 for adults and \$2.50 for children.

## A LEAKY OIL CAN

Is dear at any price. Experienced riders will tell you that the "PERFECT" POCKET OILER is cheaper at 25 cents than any other oiler as a gift. The "Perfect" does not leak. It regulates the supply of oil to the exact amount needed. Be sure that the word "Perfect" is stamped on your oiler.



One-Half Actual Size.

Price 25c. each, handsomely nickeled.

CUSHMAN & DENISON,

172 Ninth Avenue, New York

## SAVE TIME

By having your Oiler or Pump in one of our Holders. Always ready for use. No delay in opening tool-bag.



These Holders are made in two sizes. Smaller size to carry "PERFECT" Pocket Oiler; larger size to carry a pneumatic pump. Easily attached to any wheel.

Price 25c. each, handsomely nickeled.

CUSHMAN & DENISON, 172 Ninth Ave., N.Y.

Mention The Bearings

FOR SALE—One 20-pound, scale weight, King of Scorchers racer; never used. \$100 cash. Sent for inspection on receipt of express charges both ways. HILL CYCLE MFG. CO., 148 W. Washington St., Chicago, Ill.

## HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.

GEO. W. HEARTLEY, Toledo, Ohio,

Manufacturer of Cycle-making Machinery and tools,

Special Patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels. Punches. Presses and Dies and Drop Forging Dies, etc. The New Ideal Self-Oiling Adjustable Punch Chuck. Famous Roller Power Welding and Forming Machine, for Welding Tires on all Irregular Shaped Work; forms Mud Guards and Drawing Brace Ends, etc. Rim Roller and Truing Machines. Rim Sizing and Truing Tables. Rim Punches, special for Punching Rims. Press to Force Sprocket Wheel on Pedal Crank Shaft, and pressing in ball racer cups, special Spoke Heading and Threading Machine. Wheel Vices and Special Tools. Beaver Valley Gas Furnace for heating to Weld and Braze, etc.

MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 12

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCT. 20, 1893.

## ALL GOING FOR RECORD.

**Johnson Will Go His own Horse-Paced Records one Better—Details of the Scheme—Zimmerman also Out for Blood.**

This country will see within the next two weeks the most determined assaults on records that have yet been made. There are no less than three manufacturers interested, each of whom will spare neither labor nor money to get the records on his machines, and the results of the efforts will be watched with the keenest interest by every lover of cycle racing. John S. Johnson is after the records, and so are Zimmerman, Windle, Tyler, and others. It is a three or possibly four cornered fight between the rival cities of Springfield, Hartford, Minneapolis, and Nashville. Tyler and Windle, with their pacemakers, are at Springfield; Zimmerman will do his riding at Hartford; Johnson, Rhodes, Tuttle, Brown, Conn Baker, Knisely, Miner, M. H. Burt, of Kansas, and B. B. Bird, of the Flower City, will ride at Minneapolis; and Eck will take his aggregation to Nashville, where Zimmerman and his array of pacemakers may go if Hartford weather does not prove propitious. It has hardly been a secret that John S. Johnson would be sent against the records at Minneapolis, but the fact that he and a lot of well-trained pacemakers would go direct from there to Nashville is now for the first time made public.

### Minneapolis Is but the Training Ground

for the teams of quadruplet, triplet, and record breakers under Eck's management. Rhodes, Knisely, Burt, and Miner will man the quadruplet; French, Bird, and Baker the triplet, and Tuttle will fill in the vacancies and superintend the job. The quadruplet and triplet teams are the largest and strongest aggregations of pacemakers ever gotten together and should make the specially built machines of E. C. Stearns & Co. hum. At Minneapolis trials will be made for all records from the quarter-mile to the ten miles—Johnson and Rhodes for the short marks and Knisely from five to ten miles. No stone will be left unturned, and should the weather interfere all will repair to the celebrated half-mile Cumberland Park track at Nashville, Tenn. Here the

### Star Act in the History of Record Breaking

will be brought forth, which, should plans not miscarry, will turn all other record breakers green with envy.

Briefly it is this: On the top of the fence which encircles the inside of the track, two round bars, about a foot apart, will be arranged, in the space between which will run a grooved wheel. Two arms will extend to either side of this wheel, the one on the main track supporting an aluminum cow-catcher-shaped shield, which will cut the wind easily and provide a vacuum in which Johnson will ride. The propelling force for this shield will come from another arm on the inside of the fence, to which a running horse, ridden by a jockey, will be harnessed. It is fully expected by Eck that in this way a mile inside 1:50 can be made. With the triplet and quadruplet pacing, he fully expects 1:55 will be done. And with every record made by Johnson this year will go an iron-bound, handsomely framed certificate, with not the slightest shade of a doubt that it is genuine.

### Zimmerman's Preparations

for getting records will also be very complete. He will have no running horses or cowcatchers to aid him, but all the best accepted helps will be on hand. The arrangements do not lack originality, however. There will be the Winton quadruplet, two Raleigh triplets, a like number of tandems, and singles galore. In going for the mile record a whole procession will start. A single will lead the van. It will be followed by a tandem and that by a triplet. The quadruplet will be the last of the pacemakers and Zimmerman will follow it. The rider on the single will take the champion as far as he can—a quarter of a mile or less—when the tandem will be left in front and will take the pace for another quarter and drop out. Then the work will devolve on the triplet, while the quadruplet—paced to the last quarter—will be ready for a killing finish. The arrangements will be under the direction of Zimmerman's old friend, W. B. Troy, who for so long had charge of the New York Athletic Club's team, for which Zim rode.

## WON BY A DARK HORSE.

**The Milwaukee Road Race Captured Easily by Kirchner—Ulbricht Defeated for Time Prize.**

MILWAUKEE, WIS., Oct. 16.—C. H. Peck, winner of the Poorman road race this year, performed another very creditable piece of work on Sunday afternoon, when he beat Emil Ulbricht, Chicago's famous road rider, in the 12-mile handicap road race of the North Side Cycling Club. First time prize was won by Edward Roth, of the Milwaukee Wheelmen, who also won first time prize in the Eau Claire road race this summer and got third-best time in the Waukesha road race this year. Osmun and Peck, of Chicago, and P. L. Olsen, of Milwaukee, turned into the quarter-mile track at Athletic Park—where the last mile was ridden—side by side. They rode thus around to the last quarter, where Osmun ran away from his competitors and finished third in the race. The ten riders who made the best times are:

E. W. Roth, Milwaukee Wheelmen, 36:37, first; C. H. Peck, Chicago Cycling Club, 37:11, second; John F. Reitzner, Mercury Cycling Club, 37:15, third; Emil Ulbricht, Chicago Racing Wheelmen, 37:18, fourth; F. W. Osmun, Chicago, 37:30, fifth; H. Maglagan, Chicago, 40:08, sixth; W. Bremer, Telegram Cycling Club, 40:25, seventh; G. W. Denison, Chicago Cycling Club, 40:37, eighth; W. B. Duke, Bay View Wheelmen, 40:39, ninth; A. C. Runkle, North Side Cycling Club, 40:43, tenth.

Theodore Kirchner, a member of the North Side Cycling Club, with a handicap of nine minutes, finished first and won the \$250 piano donated to the club by Mr. Flanner. After Kirchner, in the order and with the handicaps here given, the riders finished as follows: A. Steltz, 9:30; F. W. Osmun, 3; C. H. Peck, 2:30; P. L. Olsen, 7; A. Weilep, 7; Edward Roth, 1; William Mueller, 7:30; F. Leimbach, 6:30; A. E. Schunk, 11; Joe Becker, 11; Charles Schuetz, 9; Wells Prichard, 5:30; W. B. Duke, 4:30; Louis Pierron, 7; J. Reitzner, 1; H. Fountain, 9; Matthew Stark, 4:30; Charles Neik, 9; H. Maglagan, 3:30; H. Schrader, 8; Hugo Rieter, 7; Edward Harnish, 5; W. Bremer, 3:30; A. C. Runkle, 3:30; Emil Ulbricht, scratch; Joe Dolister, 5; H. Jansen, 7; F. Bremer, 7; Charles Knudson, 8; William Roesser, 8; F. James, 7:30; F. Harbach, 7:30; Dan Hoffman, 6:30; A. J. Held, 6:30; J. W. Warnken, 6; J. Steinhart, 3; R. Werner, 8; G. Schellber, 6; John Bowen, 3:30; J. Gallagher, 8; E. J. Schilef, 8:30; Henry Warnken, 8; G. W. Denison, 2:30; Wm. Rush, 7; Chas. Haisch, 5; Chas. Heller, 10; H. Guderson, 4:30; M. Waterman, 7; A. Nearing, 8:30; Emil Nelson, 7; R. Shunkel, 8; E. Sommerfeld, 10; E. Ludwig, 6:30; F. Rosche, 9; H. Heller, 8; Charles Prei, 5:30; F. H. Peiper, 11; W. Luedke, 8; H. Pierron, 11; E. Dusold, 7:30.

Kirchner finished a full furlong ahead of Steltz, the second man, and loafed along nearly the whole of the last quarter-mile with his hands in his pockets. It has been known before this that he was a very speedy road rider, and it is a mystery to me how he got his handicap of nine minutes. He rode the course only five minutes and seventeen seconds slower than Roth, and could, probably, have ridden a full minute faster than he did. If Kirchner has any gratitude in his composition, he will sell the piano to his club, at a very liberal discount. Of course, no one here suspects that there was any such pre-arrangement.

The Milwaukee Wheelmen held their annual "Weary Wobbler" entertainment at their club rooms on Saturday evening. Edward Roth, who next day won first time prize in the road-race, was awarded first prize in the competition of ragged dress suits. His burlesque of the Cairo theater *dans du centre* (I judge from hearsay, not having been present on that occasion) would have been acceptable in any but polite society. The boys say they had a good time and are glad they did it, but won't repeat the dose for at least a year.

### Another Invasion of Europe.

According to Walter Sanger, the Springfield Bicycle Club will send a racing team to Europe next year. Sanger was asked to go, but replied that he preferred to race at home instead of riding where the prizes were small and where it took a long time to get in condition. The Milwaukeean says that there are really no fast men across the water, and that he could take seven Americans to England and that they would all finish ahead of the foreign racers in nearly every event.



## HARRIS' NEW RECORD.

**The Windle of England Reduces the Mile to 2:04 1-5—Wridgway Makes a 12-Hour Record.**

LONDON, Oct. 7.—Pope's mile record of 2:05 was not allowed to stand long. On Tuesday last A. W. Harris recovered the "blue ribbon" of the English path. Paced by a couple of fast pairs on tandem safeties, Harris started at Herne Hill and accomplished the following figures: Quarter-mile, :32 2-5; half-mile, 1:02 1-5; three-quarter mile, 1:32 1-5; mile, 2:04 1-5. The three-quarter mile time is English record. It was a cold evening, but there was little wind. J. Dring, the assistant timekeeper at Herne Hill, held the watch. It is expected that, given a warmer day, Harris will do 2:02.

Yesterday F. Pope made an attempt to beat Harris' record of 2:04 1-5, but owing to various mishaps he only succeeded in doing 2:09. The weather was most favorable. Among the spectators was F. J. Osmond, just home from the States.

The only road performance of any note during the week has been that of W. W. Robertson, of the North Road and Stanley clubs. It took place over the Brighton-and-back course on a tricycle. It appears that F. T. Bowen, of the Mid-Surrey Club, when he beat the previous best over the course on August 28 last, doing 7:34:56, only showed a net margin of 1:42 inside the former time. On Wednesday Robertson reduced Bowen's time by 10:54, notwithstanding several mishaps en route. It is now stated that L. Stroud intends shortly to attack the new record.

On Thursday at Herne Hill J. Aram made an unsuccessful attempt to lower G. E. Osmond's record of 4:24 3-5 for two miles. Aram only did 4:28 1-5.

### A Triplet Used in a Road Race.

The Bath Road open fifty-mile handicap, which took place last Saturday, proved very interesting. The Bath Road club is one of the last to hold "open" fifties and there was a capital entry of thirty-nine, of whom thirty started. One machine was a triplet safety; its rear tire burst, or the result of the race might have been different. The scratch crowd included Stroud, Wridgway, C. A. Smith, F. D. Frost, and A. R. Child. The winner turned up in F. Buckle, who was magnificently paced throughout by Shorland and Bidlake on a tandem safety, and did 2:31:18 (record for competition out and home).

George Godbolt, of the Civil Service C. C., a widely known veteran rider, died suddenly of heart disease last Wednesday. He was only thirty-seven years of age, and his loss will be keenly felt.

On Tuesday a rider named Alec Stott rode up Garrowby Hill, which is over a mile long and possesses a gradient of 1 in 3. A large crowd witnessed the feat, which has never been accomplished before.

On Wednesday last, at Dean Park grass track, Bournemouth, the annual fifty-mile race for the Alston shield was held. Seventeen were started by H. H. Griffin, who also took the times. At eleven miles grass records commenced to be created. The track was wet and there was a strong wind. At the finish only two men were on the track—I. T. Vanner, who won in 3:19:24 4-5 (record for grass), and G. F. Ballam.

There will be some exceptionally grand festivities during the approaching winter. The Stanley will give a monster invitation smoking concert to the clubs at the St. James restaurant, and will hold its annual dinner at the Hotel Metropole, one of the finest dining places in the metropolis. The Catford C. C. announces a huge free concert at Cannon Street Hotel.

It is highly probable that by next season Londoners will possess at least one half-mile track available for record purposes. What surface will be adopted remains uncertain at present.

### Wridgway Makes a 12-Hour Record.

HERNE HILL TRACK, Oct. 7.—At 6 a. m. today every one of the twenty-seven accepted entrants for the Anchor shield 12-hour race put in an appearance and started—quite a record in itself. The names were as follows:

Arthur V. Linton, A. Thornton Nixon, E. Swinhoe, S. F. Edge, Lewis Stroud, G. E. Osmond, J. G. Sames, F. W. Polehampton, J. E. L. Bates, M. B. Fowler, O. L. Ardley, Norbert Chereau, W. Ward, T. L. Freemont, P. F. A. Gomme, F. D. Frost, D. E. Lacaille, A. W. Horton, Christopher Harvey, W. A. Law, Stanley Norfolk, C. G. Wridgway, A. E. Knight, Karl Schemmer, J. Lawrence, A. C. G. Southwell, F. H. Beaumont.

Tricycles were entirely excluded from the track. Needless to say the large entry vastly exceeded Hillier's expectations, and it is now decided to make the affair an annual event. Over forty men were ready to pay the entry fee of \$2.44 to start, and this, be it noted, before the shield was put up. The riders all wore the new colored "tabards" invented by Hillier, consisting of short mantles, to which their numbers were affixed, each competitor having a distinctive combination of colors. Pacers wore light garments. Rain fell heavily in the early morning, and at intervals throughout the day, but the track, although wet, did not suffer. The first mile was done in 2:54 4-5, and for a little while Lacaille, Osmond, and Stroud led in turns. Linton went in front at four miles, soon giving way, however, to Osmond. There were a few spills, and as the first hour closed

### The Pace became Tremendous.

Osmond covering 23 miles 70 yards in that time. Stroud, Edge, and Schemmer were close up to the leader (Osmond). Some changes of machines made Osmond lose ground and Stroud led at thirty-five miles (1:30:00). Forty miles were covered by Stroud in 1:43:34 4-5. By this time there was a fair attendance of spectators, which before the conclusion of the

afternoon reached between 3,000 and 4,000, notwithstanding the frequent showers and muddy state of the grounds.

Stroud covered 46 miles 330 yards in 2 hours. In 3 hours Stroud led with 66 miles 2 laps. The subsequent hour scores were as follows: 4 hours, Linton, 88 miles 540 yards; 5 hours, Schemmer, 107 miles 200 yards; 6 hours, Schemmer, 126 miles 1,560 yards; 7 hours, Wridgway, 144 miles 1,260 yards; 8 hours, Wridgway, 163 miles 1,660 yards; 9 hours, Linton, 180 miles 540 yards; 10 hours, Linton, 199 miles 1,200 yards (world's record); 11 hours, Wridgway, 219 miles 1,640 yards.

Thirteen men were on the track at the finish. For the last half-hour Wridgway was paced by a triplet. At the end the crowd swarmed into the inclosure and carried the leaders to the dressing-rooms. Considering that the competition was originally arranged for second-class men, the results may be regarded as surprising. The first three men in were: Wridgway, 240 miles 690 yards, first; Horton, 238 miles 625 yards, second; Linton, 234 miles, 1,420 yards, third. All the above are world's records.

At seventy-two miles Linton was 5 seconds in front of record, and at eighty miles (3:37:39 1-5) 5 minutes 20 seconds, ahead of world's record. Stroud retired soon after this, being brought down by a pacing tandem falling in front of him. Rain fell heavily, but twenty men remained on the track. Linton croppered heavily soon after 4 hours, but was soon up. He had two subsequent falls. The track was rather slippery, but after some sand had been strewn, no further complaint was made.

At 5 o'clock (11 hours) there were sixteen competitors on the track, in addition to the numerous pacers on tandems, etc. At 5:30 the order was: Wridgway, 226 miles 2 laps; Horton, 224 miles 6 laps; and Linton 224 miles 3 laps. The greatest enthusiasm prevailed, the leaders being loudly cheered. The sky was a leaden hue and everywhere moisture prevailed to an unpleasant degree. Wridgway had a bad fall about 1 o'clock and retired, but was persuaded to go on again for two or three laps to see if he could ride, with the result stated above.

C. W. HARTUNG.

## CLARK CAN NOT GET HIS PRIZE.

Jimmie Clark impatiently awaits the pleasure of "310" George Hilsendegen, the Detroit cycle dealer. This gentleman still owes Clark a \$450 second-time prize, won in the road-race held on the Belle Isle course early this summer. This prize was widely advertised as a horse, buggy and harness. A fine new buggy and harness, with a dummy horse, were placed on exhibition in a Detroit store window, all properly labeled, "second-time prize, Hilsendegen road-race." Clark received his order and at once repaired to the store to get the buggy and harness, only to be told that the articles in question were there only on exhibition and that the real time prize would be found in a barn near by. This looked queer to Clark, who was not a little put out to find the real prize was an old ramshackle buggy and a poorer horse and harness. Clark shook the buggy and it nearly fell to pieces, and then he repaired to Mr. Hilsendegen to make his kick, which did no good. Clark then offered to exchange the \$450 (?) horse, harness, and buggy for two bicycles (listed at \$150 each) and was promptly refused. An exchange for a \$150 diamond was likewise declined, Mr. Hilsendegen declaring that no diamonds were offered. A compromise was finally reached for a \$150 watch, as the race promoter had a friend in the jewelry business and could get the watch cheap. That watch Clark has never seen. It is his intention to enter suit for the full value of the first prize unless the watch is forthcoming very soon, and if the ticker should not be up to full value when received, suit will be entered anyway.

## MITCHELL'S FIRST MEET.

MITCHELL, S. D., Oct. 10.—The two days' meet here was a decided success. The races were run the first day in the face of a terrific wind, which blew so hard against the riders on the home stretch that faster time could have been made walking; the second day was a little better, but still quite windy. The accommodations provided for racing men were first class, and there are but few better or smoother tracks in the country than the one used—a half-mile trotting track. The first day's races resulted as follows:

Quarter-mile state championship.—R. N. Riblet, Aberdeen, first; W. J. Healey, Mitchell, second; B. Peckham, Alexandria, third. Time, :46 3-5.

Half-mile open.—B. B. Bird, Minneapolis, first; A. B. Edmonds, Des Moines, second; C. W. Ashley, Sioux City, third. Time, 1:24 3-5.

One-mile, open to state.—R. N. Riblet, Aberdeen, first; W. J. Healey, Mitchell, second; L. W. Kriedler, Mitchell, third. Time, 3:03 1-5.

Two-mile open.—B. B. Bird, Minneapolis, first; C. W. Ashley, Sioux City, second; A. B. Edmonds, Des Moines, third; L. W. Kriedler, Mitchell, fourth. Time, 7:07.

Half-mile 1:25 class.—W. M. Enright, Sioux City, first; George Meierstein, Sioux City, second; O. R. Hillgoss, Alexandria, third. Time, 1:24 1-5.

Two-mile handicap.—G. W. Brooks, Sioux City, 150 yards, first; L. W. Kriedler, 50 yards, second; W. J. Healey, 50 yards, third. Time, 6:27 1-5.

The second day's races had B. B. Bird for the star. Results:

Half-mile state championship.—R. N. Riblet, first; J. Sloan, Emery, second; W. J. Healey, third. Time, 1:17 1-5.

One-mile open.—B. B. Bird, first; C. W. Ashley, second; A. B. Edmonds, third. Time, 3:14 1-5.

One-mile 3:20 class.—W. M. Enright, first; J. Sloan second; G. W. Brooks, third. Time, 3:05.

Quarter-mile open.—C. W. Ashley, first; B. B. Bird, second; W. M. Enright, third.

One-mile handicap.—Roy Gale, Clark, 250 yards, first; Bert Peckham, Alexandria, 140 yards, second; W. M. Arpin, Clark, 250 yards, third. Time, 2:34 3-5.

Five-mile open.—B. B. Bird, first; C. W. Ashley, second; A. B. Edmonds, third. Time, 15:16.





SUPPLEMENT TO THE BEARINGS.

JULIAN P. BLISS.







## SANGER AND CULVER PART.

**The Milwaukeean Says that there Has Been Considerable Friction Between the Two—What the Trainer Says.**

There have been many rumors this fall that Sanger and his trainer, C. R. Culver, had had a falling out, but it was not until last week that the break actually occurred. After the Chicago races were postponed Sanger went to Milwaukee while Culver stayed here. The trainer was interviewed by a local paper and made some statements that Sanger did not like. A Milwaukee newspaper man who saw the Milwaukee giant managed to get him to talk. He said:

"It is a fact that Culver will no longer train me. There is more or less friction between us, and as it is absolutely necessary that a trainer should be in perfect harmony with the man he handles, I concluded that the best thing we could do was to part company. I have no charges to make against Culver; nothing to say about him except that I will not be trained by him again. I will be on the track next season and will be handled by a man who is reputed to be one of the best trainers in the country, provided negotiations now going on between us are successfully carried through. I will rest this winter, doing little or no active training, and will begin to get into condition early next spring. I do not think that hard work will be necessary during the winter, as I take on very little flesh or fat; in fact, practically none. People seem to have the idea that I take on flesh rapidly and need plenty of training, but such is not the case. Nearly all of the fast riders, Zimmerman among them, take on flesh and consequently require more training than I do.

"The statement made by Culver in Chicago that I was tired and not in condition during my recent eastern trip was wrong. I was not tired and my condition was good. Why did I lose so many races? Well, that is a rather hard matter to explain. I do not like to make excuses, but there were a number of things against me. In the first place, I met Tyler and Windle in the pink of condition and doing the racing of their lives. They are both first-class men and a race with them on the track is going to be lost by the man who makes a false move or who loses the fraction of a second unnecessarily. It was a case all through of close finishes, with the winner jumping at the tape and leading by only a few inches. About the worst experience I had was on the circuit through Pennsylvania. The tracks were all small and in bad shape and the prizes offered were worth only about half as much as their advertised value. I did not care to do much riding on these tracks as, on account of my being so heavy, there was danger at almost any time of my being upset; and I did not care to run the risk of breaking my valuable wheels for the sake of the comparatively cheap prizes offered. On my return to Springfield from Pennsylvania I rode a quarter in :27 1-5, and Tyler on the same day did it in :27 2-5. Tyler had been practicing on the track regularly while I had just finished a long journey, during which I had done little or no work, and that does not look as if I was in poor condition. I will be in Milwaukee for the present, but my plans for the winter are not yet matured."

Culver was rather non-committal when asked for his side of the story. "I have nothing to say about Sanger nor my relations with him, except that I expect to leave Milwaukee soon and shall not train him," he said. "I think Sanger's poor work during the trip was due to his failure to get into good condition, and the fact that he did not seem to take any interest in his races after his accident in Chicago at the time of the international meeting in that city. The trip through Pennsylvania and that section of the country was regarded more as a pot-hunting expedition by the party of bicycle men we were with. They all got together and decided to travel as a party of tourists so as to get reduced railroad rates. One day we were a tourist party and the next day a theatrical party. Then the men were all the time buying candy, soda water, and things that should not have gone into their stomachs, and the consequence was that they were not fit to ride half the time. We were on the cars most of the time and had no work at all to speak of. Just at this time Tyler and Windle were both in the pink of condition and doing the fastest work of their lives. I shall remain in Milwaukee for a short while to settle up some matters of business, and will then probably go to Springfield, Ill., and open a gymnasium of my own. I had a gymnasium there last winter and think I will have no trouble in getting started up again. Just what I will do next summer I can not say, but will probably train somebody."

## MINER FOOLED THEM.

JACKSONVILLE, ILL., Oct. 14.—Three new recruits joined the ranks of the C. O. P. at the meet of the Lockwood Cycling Club today. They were J. P. Bliss, M. F. Dimberger, and O. S. Brandt. These three frightened away the smaller fry, and E. V. Miner was the only member of the order to resist the invasion of the interlopers. And right nobly did he do it. When the smoke of battle had cleared away the Indianapolis lad had the scalps of the redoubtable Bliss and plucky Brandt dangling from his belt. In the two-mile handicap he had 200 yards over Bliss and won in a canter from the scratch man. Again in the mile open he upset the calculations of the Rambler team. Brandt had taken the pace, Bliss was trailing him, with Miner well up. Rounding into the stretch Brandt prepared to jump, when Miner came up with a rush and gained three lengths before the New Yorker recovered himself. Brandt immediately gave chase, and managed to cut down part of the lead, but Bliss seemed to have lost his sprint.

At the tournament last year a terrific wind blowing up the home stretch

prevented fast finishes, and this year was no exception. Miner's powerful legs created sad havoc among the cracks who had done no riding for three weeks.

## Summaries.

One-mile novice.—Charles Scurlock, Jacksonville, first; C. W. Jones, Roodhouse, second; F. E. McDougall, Jacksonville, third. Time, 3:25 2-5.

Half-mile handicap.—M. F. Dimberger, Buffalo, scratch, first; E. V. Miner, Indianapolis, 50 yards, second; E. Anderson, Roodhouse, 40 yards, third. Time, 1:10 1-5.

One-mile 3:20 class.—W. J. Coultas, Winchester, first; C. W. Jones, Roodhouse, second; Charles Scurlock, Jacksonville, third. Time, 3:14.

Quarter-mile open.—M. F. Dimberger, Buffalo, first; E. Anderson, Roodhouse, second; E. V. Miner, Indianapolis, third. Time, :40.

Half-mile handicap, boys under 16 years old.—Burrell Bard, Winchester, scratch, first; Alex. Smith, Jacksonville, 60 yards, second; George Rogerson, Jacksonville, 20 yards, third. Time, 1:30.

Two-mile handicap.—E. V. Miner, Indianapolis, 200 yards, first; J. P. Bliss, Chicago, scratch, second; E. Anderson, Roodhouse, 175 yards, third. Time, 5:21 3-5.

One-mile handicap.—L. D. Sparks, Jacksonville, scratch, first; Charles Scurlock, 75 yards, second; F. E. McDougall, 100 yards, third. Time, 2:54 2-5.

One-mile open.—E. V. Miner, first; O. S. Brandt, New York, second; J. P. Bliss, Chicago, third. Time, 3:24 2-5.

## WATTS AND JOHNSON DEFENDED.

EDITOR THE BEARINGS: In recent issues of the *Southern Wheelman* published at Louisville, I notice several attacks, scurrilous in their nature, on W. W. Watts and other officers of the Kentucky division. The writer or writers of these attacks hide behind *nom de plume*—ashamed probably to sign their names where so much vindictiveness and so much ignorance are displayed. The animus of the publisher of the paper is too apparent. He desires some cheap notoriety for his paper, and he evidently has a personal grievance against Watts and Johnson. I know, from personal knowledge, that these men helped this paper when it was struggling for life; and unless I am mistaken Johnson wrote the first editorial in it. Watts devoted much time and attention to it later, and was the editorial writer for a long time; and through his fight for the color line, carried on partly through its columns, he gave the *Wheelman* all the standing it ever can receive in Kentucky and the south.

But as to these anonymous charges. The writers charge Watts and Johnson with the heinous offense of going to the Philadelphia assembly on railroad passes, charging the division, and pocketing the money. I happen to know something about this matter, and can denounce it as a lie. Watts and Johnson did use railroad passes from Lexington to Washington City. For the rest of the distance they paid regular fare. They were gone eight days, and their total actual expenses amounted to \$150. They charged the division \$60 each, or about \$7.50 a day, which covered all expenses to the division. These delegates went to Philadelphia to accomplish a great mission, that of drawing the color line in the national constitution. It was necessary that they should go early, and stop at a first-class hotel, where other delegates and officials were. They might have cut down their hotel bills some had they slept in a park and worked a free-lunch route. But they didn't think the division expected this of them. They lived like gentlemen, and they were treated with consideration by the officers and other delegates. They made the grandest and hardest fight that was ever made in an assembly; and though they lost, they came home loaded with honors, having placed Kentucky, with her 500 members, ahead of divisions with many times the same membership.

What do these anonymous writers imagine a National Assembly is for? Are the divisions supposed to elect delegates and then keep them at home? Or shall we send them on and get our name up in the world?

I am pretty well up in League work and League politics, and I can say confidently that Kentucky members have gotten more for their money than the members of other divisions, and we certainly can not complain about the amount of fame Watts has secured for us.

Away with this nonsense about wasting our money. Every member of the division knows that Watts and Johnson are scrupulously honest, and that they have only the interests of the sport at heart in what they do. Neither is in the trade, neither can reap a cent of benefit from his connection with the League. Kentucky should be proud to have such energetic, useful, brainy members on her roll.

Respectfully yours,

COVINGTON, KY., Oct. 14.

ED H. CRONINGER.

## MORE RECORDS FOR WINDLE.

SPRINGFIELD, MASS., Oct. 17.—Windle and Tyler were again sent for records today and the attempt nearly resulted in a failure. Tyler chose to make another attack on the standing mile, but failed to beat his 2:00 2-5. Windle then tried for Meintjes' five mile record of 11:06 1-5. He was going splendidly and had reduced the three-mile record to 6:43, chopping off 2 1-5 seconds and had started on the fourth mile when his stomach went back on him and he was compelled to stop. Another attempt on this record will be made this week.

Last Thursday Windle went for the two-third-mile record of 1:24 2-5, made by Johnson at Waltham, Oct. 2, and chopped off 8 1-5 seconds. The quarter was done in :27 4-5, the half in :57 4-5 and the two-thirds in 1:16 1-5. McDuffee and Clark then lowered the flying half-mile tandem record from 1:00 1-5 to :58.



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GEO. K. BARRETT, EDITOR.

### THE BEARINGS IN NEW YORK.

After November 1 "The Bearings" will be represented in New York and the East by Willis B. Troy. Mr. Troy is too well known to need any extended introduction. He is a veteran newspaper man and has a most thorough knowledge of all that appertains to cycling and the cycle trade. We bespeak for him a kindly reception by our eastern friends. "The Bearings' " New York office will be located at Room 5, 21 Park Row, where Mr. Troy will be glad to welcome the friends of cycling on November 1 and thereafter.

### THE FUTURE OF CYCLING.

A wheelman who is in no way connected with the trade but who, like a thousand and one others of the fraternity, takes a keen interest in all that appertains to the making and selling of bicycles as well as in the riding of them, was overheard to remark that the cutting of prices and lowering of lists was going to play havoc with the sport as well as the trade. Had he been a closer observer of everything that goes to make the trade and the sport the successes they are today he would not have ventured the remark. But he was a comparatively new rider and in spite of the fact that he takes the keenest interest in all things cycling he has not had the long experience that would at once have shown him the falsity of his position. There are many in his position and to them we want to say that for the ultimate good of cycling the present crisis is the best thing that could have happened. In the first place the firms that have been turning out good goods have not been the ones who have suffered. There has been a weeding out of the trade and the makers of second grade goods with first grade prices have been the very ones who have been driven out of business. Such of them as remain realize the fact that a cheaply built wheel will not sell in '94 for a high price, even if they do give the agent a big discount to induce him to push it. Therefore the man who goes out to buy a first class wheel and one who is willing to pay for it will not take nearly the risk of having shoved off on him a wheel listed for at three times what it costs to build, that he did a year ago.

There is another way in which the slash in prices will help the sport directly and the trade indirectly. It has long been known to those in the inside that the greatest proportion of medium grade goods were sold to new riders who would not spend \$150 for a wheel under any circumstances. Thousands of these wheels have been sold annually in places where cycling was not at all known—in the sense that those in the east and in the great cities all over the country know it. A year or two later those who had begun to ride on cheap wheels began to dispose of their mounts and to buy high grade wheels, and those who in turn took the old wheels fell into line as riders of high grade wheels. In the cities there are thousands who out of mistaken pride would not buy a second grade wheel and who would not spend the money for a high priced mount. With them it was the best or nothing,

and the best was too high. Now when they can get a wheel that but a short time ago listed at \$150 for half or nearly half that price this class is ready to buy and have bought—for it is a fact that in spite of dull times, a tight money market, and a general feeling of poverty that there have been more machines sold this past summer and fall than ever before in the same time. Of all the buyers of wheels at cut prices there will be a large proportion that, once they have learned the charm of speeding over the earth with hardly an exertion, will keep themselves in mounts however much it may cost.

No, we assure our readers that cycling is in no danger of going to the "demnition bow wows."

### SPRINGFIELD IS JEALOUS.

Springfield is a great cycling town. She holds more world's records than any other place on earth. Every time a new record is made the whole town rejoices and the whole cycling population of these United States rejoices—in a little less enthusiastic manner—with her. She has done a deal for cycling, and we are all glad of her successes. We regret, however, to know that the green-eyed monster, Jealousy, finds an abiding place in her environs. Yes, Springfield is jealous—jealous of any other town that aspires to get records; and she has no earthly use for any rider who refuses to confine his assaults on Father Time to the Springfield oval. That jealousy was undoubtedly the cause of the dispatches that were sent broadcast from Springfield saying that John S. Johnson had made the statement that his Independence, Ia., records were fakes. The question of those records was thoroughly investigated long ago, with the result that every one accepted them as genuine. They were not accepted by the Racing Board because they were made with the assistance of running horses. The only reason that the records were ever doubted was because they were so phenomenally fast. In the light of almost as fast times made under far less favorable circumstances this cause for doubt is removed.

"John S. Johnson's records have never been properly submitted to the Racing Board, I know," said Mr. DeVore, of the Freeport Bicycle Co., while in Chicago last Saturday; "and that is my fault. Mr. Eck is right. It was my business to attend to that matter, as the records were made on my wheel. Now that the records have been disputed I shall at once take the proper steps and see that the proofs, properly made out this time, are sent to the Racing Board. Of course, now that the officials are scattered it will be harder work, but if I send a man to Independence, he will be instructed to remain till all signatures are obtained. Johnson was the first man to ride a mile under two minutes and the proofs of the performance will be forthcoming at once. It will be almost as good as running them over again to have the records allowed, now that these press dispatches have been sent out denying them."

Springfield has a great deal to be proud of and something to be ashamed of.

### STRAY SHOTS.

#### Licenses are a Failure.

The Licensing Committee of the N. C. U. has been in operation one whole season, says the *Irish Cyclist*, and although a few bad 'uns have been scotched, still we are convinced that makers' amateurism was never more rampant than at present, neither do we think that there is the slightest hope of suppressing it. Human nature is human nature, and when a young fellow can get paid for enjoying himself, and at the same time earn the applause of the multitude, he is not likely to forbear because it is against the rules of the N. C. U. Amateurism, as the N. C. U. define it, is practically dead, and their efforts to revivify the corpse have failed. While wishing them success we never were very hopeful. To prolong the struggle on the present lines will only spoil sport without doing any good eventually. Nothing that the N. C. U. can do will prevent men from being paid surreptitiously, and the sooner they recognize this the better.

#### Called it a Devil Carriage.

Rudyard Kipling, in one of his short stories, puts the following description of a tricycle into the mouth of an Indian native servant: "No one knew the comings or the goings of Yunkum Sahib. He had no camp, and when his horse was weary he rode upon a devil-carriage. I do not know its name, but the Sahib sat in the midst of three silver wheels that made no creaking, and drove them with his legs, prancing like a grain-fed horse—thus. A shadow of a hawk upon the fields was not more without noise than the devil-carriage of Yunkum Sahib. It was here, it was there, it was gone."

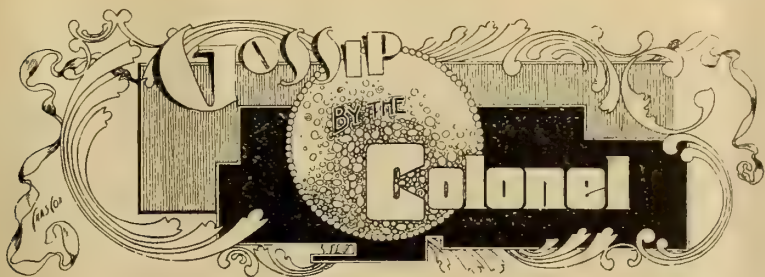
#### Dublin Teams at Springfield.

Eddie McDuffee and J. P. Clark, who have been pacing Windle and Tyler at Springfield on a tandem, have been christened the Dublin team,—much to their satisfaction,—and Warren and Arnold, who are also at Springfield and riding a tandem, have been named the Nutmeg team, as they both come from Connecticut.

#### Another Libel Suit.

Mr. Golder has placed the "roast" in the hands of his counsel with full power.—*The Wheel*. No, Prial's counsel.





And "Quilly" Rich is going to give up racing and go into the paint business with his father! Rich is a queer genius and there is no mistaking it. He has been prominent in cycling almost from the beginning, and he has figured in almost every capacity afforded by the business and the sport. His father is a wealthy paint merchant, and was indulgent enough to grant almost every request of his only son. 'Quilla began racing when a mere boy and has followed the path intermittently ever since. He has had a large measure of success, and not so long ago ranked with the very best men in the country. But as a business man he was anything but a success. Twice was he in the cycle business for himself, and twice did the business go to the wall. When working for others he did little better. In all his business ventures his father furnished the wherewithall. But his father grew tired at last—so the story goes—and this spring when he told the paterfamilias that he had to furnish him the means to embark once more in the bicycle business or he ('Quilla) would join the cash prize league, he was told that he had better ride for the "stuff." Well, his father will undoubtedly find it the cheapest plan to keep Quilla where he can overlook his "financial policy," and 'Quilla himself will be saved lots of worry and trouble, and so we can not but congratulate them both. Still it is not without regret that I contemplate losing sight of one of the brightest and most erratic men that ever crossed a bicycle.

#### The Champion of Champions.

"May we ask the gentleman of THE BEARINGS, who proclaims that America has the 'only real champion,' to give us his candid opinion of Shorland, and of Bidlake as a tricyclist; and we ask that he should deal with these men only as path-riders."

This is from *Wheeling*. Being the gentleman who proclaimed that America had the only real champion I am in common courtesy bound to answer his question. What do I think of Shorland and Bidlake? Why, any honest man could do no more or less than to say that he thought them corks, Jim dandies, lala-paloolah-coolers, or anything else that would express unbounded admiration. When it comes to long distance riding I take off my hat—because I have to—to the plucky and hardy riders of Old England and of France. But I was speaking of champions. There are champions at all kinds of sport, and there is usually a champion of champions in each branch. Zimmerman is the champion of bicycling champions despite all anyone can say or write to the contrary. The longest distance that the N. C. U. recognizes in her championships is fifty miles, and did not Zimmie show himself able to walk away with that? But the winning of championships is not all that is required to make a champion of champions. It is the winning of races, the defeating of all comers, a long and uninterrupted series of victories, and where in the wide world can *Wheeling* or anyone else find the man who ever equalled Zimmerman's record in this respect. Over a hundred firsts in one year! Half this number of victories never before stood to the credit of one man in one year. Shorland and Bidlake are champions in the sense in which the public accepts the word, but they are in a class by themselves, and not the highest class. Their positions may be likened to that of a middle or light weight pugilistic champion, and Zimmerman's to that of the heavy weight champion. The light weight may be just

as plucky and just as much above his class of men as the heavy weight is above all comers, but he is not a champion of champions. Short distance racing is the accepted form of racing the world over, and the man who can excel at it is *the* champion.

#### Sam Clark's Legal Battles.

Sam Clark, of Baltimore, one of the oldest bicycle tradesmen in America, is in Chicago doing the Fair. Clark will be remembered as the sharpest thorn in the side of Colonel Pope when the latter was trying to monopolize the bicycle business. Out of sixty-two suits that the Colonel brought against him, Clark won all but two, which dealt with minor points. The suits were all or nearly all brought for infringement of patents. While victorious in the legal battle, the expenses were so great that Clark had little left to carry on his business, and the Colonel gained his point of disposing of a dangerous rival in business almost as completely as if he had won the suits.

#### How Plumb Got a Job.

Clark told an amusing story of C. H. Plumb, who manages the Ariel Cycle Mfg. Co.'s Chicago store. Clark wandered into the Maryland Bicycle Club one evening and found Plumb there descanting on the virtues and defects of the various makes of wheels—principally on the defects. Without disclosing his identity Clark asked him what he thought of the New Rapid which Clark handled. Plumb said he did not think much of the wheel, but qualified the statement by saying that he did not know much

about it, but would know more the next day as he was going down to give it a thorough test. Sure enough, next day Plumb put in an appearance at Clark's store and a wheel was tested and, as luck would have it, broke under the test. Plumb stayed around the store until Clark was obliged to go out on business. When the latter returned an hour later, imagine his surprise to see Plumb up on a step-ladder washing the windows—which needed it. Clark said nothing, and when Plumb had finished cleaning the windows he set about arranging the goods in the store. When closing time came he left, but was down at work again when Clark arrived the next morning. This continued from Monday morning until Saturday night, when Plumb asked for the loan of three dollars, as a remittance that he was waiting for had been sent to Washington instead of Baltimore, and he needed it to get to Washington. The money was handed over and Plumb went to the Capitol. On

Tuesday he was back again and tendered the three dollars to Clark, who refused to take it, but told Plumb that he thought of opening a Washington branch and for him to go to Washington and look for a suitable store and when he had found it to wire him. Plumb went, and after two days wired Clark, who went on, leased the store that Plumb had selected, told him to hire an assistant, arrange the stock which he would send on, and at the end of a week to make a remittance to Baltimore, keeping out what he thought was the proper salary for him. And that is the way Plumb got a job.

#### WILBUR EDWARDS.

By his recent performances the San Jose rider has proven himself champion of the Pacific coast. A mile in 2:15 in competition is fine riding. This Edwards did at Sacramento a couple of weeks ago in the mile handicap. He was suffering from boils, and had to undergo considerable torture when bending over to sprint. He cut the record 11 4-5 seconds. Edwards is small, but of a stocky build, and is a quiet, unassuming fellow. He made many friends at the Chicago meet. At that time his right leg was injured so that he could hardly move it, and after riding in one of the handicaps and being unplaced, he gave up any further idea of racing at the big meet.

Racing men now wear their surplus diamond studs on the inside of their vests. Zimmerman was recently seen with a double row of them, besides having ten magnificent rings on his fingers.





# FLASHES OF CYCLING LIFE

„De Lancy, I can never be yours. I do not know my own poor girlish heart.”

As Veronica Cleopatra Hannigan uttered the words with which our story opens, she sank upon the parlor sofa, disclosing to the bedazzled gaze of the young man before her a form of which the Naiads themselves might have been envious.

“You reject me, then!” exclaimed Stuyvesant De Lancey Hennessy, as he ran his jeweled fingers through his curling hair and reached out for his cape overcoat, that lay on an adjoining chair.

“Yes,” faltered the maiden blushing; “I can never be yours. You must know that papa is in financial trouble and insists that I marry young Mr. Trader.”

“Farewell, false, beautiful devil,” hissed the young man through his clinched teeth; “Fare-well forever!”

He turned to go.

Veronica fell on her knees before him. “Hold! Hold!” she cried through her tears. “Mercy, De Lancy, mercy! Let me be a sister to you. Let us still be friends. Let us still ride centuries on the tandem.”

“Woman,” said the young man, seizing the shrinking maiden by the right wrist and flinging her from him, “enough of this. I will have my revenge; aye, I will—”

“What will you do?” she asked in trembling accents.

“Do!” he returned fiercely. “Do! I will trade the tandem for a light-weight road racer. Aye, by Heaven I will!”

A piercing shriek rang through the house and the wretched girl clung to her lover's knees in despair. “O, De Lancy,” she cried, “Sell the tandem! Anything but that! Anything but that!”

Stuyvesant De Lancey Hennessy, hardened man of the world that he was, could not resist this appeal.

“You consent then,” he said with a frown.

“Darling, yes,” she replied, her face suffused with crimson.

“Rise, dearest,” he said; “all is forgiven.”

And for the next half-hour, through the darkness could be heard a sound strangely resembling a corkscrew being twisted through a cork.

Stuyvesant De Lancey Hennessy had won the day.

## Office Seeks the Man.

It was night in Chicago. Also in New York, Boston, Hartford, and other seaport towns. The electric light cast a lurid glare over the heavens, and looking into the violet hue that topped the town the observer could see as far as the eye could reach.

A deep silence settled over the city and no sound could be heard save the plaintive wail of the ice call, pendulous on the window pane.

At the time of which we write a solitary figure might have been seen wending its way silently along a deserted street. It was wrapped in a great cloak, a soft hat was slouched over its eyes, and it skulked along near the blind walk. It was evidently avoiding being seen.

Who was the great unknown? Who was the man who was slinking from his friends and afraid to come out into the open, whose only manifest desire was to get away from the crowd and be left severely alone?

Dear reader, do you wish to know? Learn then: It was a candidate for the presidency of the L. A. W.

## Brahmin and Sudra.

A recent report in THE BEARINGS related an incident of cycling life in St. Louis. The cyclists of that city had organized for the St. Louis county tour, an annual event of some importance in the town at the other end of the big bridge. They were all lined up in good order for a start, when what should they see at the rear of the column but a cyclist togged out in all the habilaments of the chase, ready to mount his wheel and start on the tour. But lo! his color was of the dark hue that pertains to the people of Africa.

“Hello! there's a nigger!” said the captain of the run.

“Where?” chorused a score of voices.

“There in the rear.”

A pow-wow was held and action concerted. Chief Consul Bob Holm was consulted, took out his book, looked up the law on the subject, and declared that under the statutes of free Missouri the “nigger” had as much right to the road as any one in the party.

The run was put in motion, and some of the younger men decided among themselves to “have some fun” with Cudjo when they had gone out a bit on the road. Unfortunately, when the time came to indulge in the hilarity hinted at, the colored man was not to be found. He had probably turned off into some pleasant lane and was quietly eating a cheese sandwich and washing it down with a quart of milk.

The hot young southerners were fired in their fiendish designs, but the incident suggests what might possibly have happened were the conditions favorable. We can fancy our esteemed friend Bob throwing the slack rope

up with a free hand over a convenient branch and our valued contemporary Charley Davis pulling away merrily on the other end; leading gayly in the chorus, “Cheerily ho, lads; ho!”

This punishment, sooth to say, would have been none too strong for the adventurous colored scorcher who had dared to mingle with the Missouri cyclists.

We have all heard of the Sudra of India who was forced to turn back on the road whenever he met a Brahmin. The colored cyclist, not only in St. Louis but even in our Chicago is in no better fix. He is just a trifle worse than a leper.

Great is American liberty.

Loud screams the eagle.

In one word: we are infinitely worse than the Pharisees.

## An Aggravating Road Hog.

“The worst experience I ever had with a road hog,” said one of our party after we had all related our stories of adventure and exploit on the road, “was out near Naperville, on a certain century run.”

We had all told pretty good stories and this was the silent man of the crowd. We scarcely breathed, expecting something peculiarly rich. The tall man had told how he had swatted a road hog with his first, the short man had told how he had called the road hog names that would have Pontius Pilate arise from the dead, and the chunky man had related how he pulled the road hog down from his wagon and forced him to acknowledge on the ground that he was not looking for trouble then, had never looked for trouble, and never would look for trouble of any kind or nature.

A dramatic recital was therefore anticipated.

“As I was saying” continued the silent man “this road hog story takes the cake. We were riding near Naperville where the road divides into two parts—the one negotiable, the other not. The hog was in a buggy and was coming directly at us. We saw it was going to be a fight, so we jumped off our wheels (there were about eight of us) and got ready for action.

“One of the boys faced the road hog and spoke up bravely:

“Are you going to turn out,” he asked, threateningly.

The road hog looked at him indulgently.

“Why certainly, gentlemen,” he replied, “I always turn out for the boys. You've got a fine day for your run, haven't you?”

“He turned out and we stood looking after him as complete and ornate a set of jackasses as ever disgraced the green earth.”

The silent man was voted the star of the occasion.

## Frank Egan in Paris.

Our esteemed fellow cyclist, Mr. Egan, (as we learn from recent announcements in the East) went to Paris to secure talent for the exhibitions of the National Cycling Association, called otherwise, and contumaciously, the Cash Prize League. Our advices from the gay capital report Mr. Egan's conflicts with the French after the following fashion:

The American meets the crack French Amateur who is a boulevardier. Mr. Egan opens the conversation thus:

“Parley voo, Munseer, parley voo!”

“Quoi?” says Frenchy.

“I say, parley voo. How are you?”

“Oh,” says Frenchy “Je ne pas parlais Anglois bien. Quoi?”

Egan (aside). “Qwa? What the dickens does he mean by Qwa—I say, parley voo, Munseer, parley voo. Don't you know?”

Frenchy: “Ah, Monsieur, he zay parley vous; I zay, bien; oni. Quoi?”

Egan (aside): “Qwa again! Munseer, I speak French en peu. I no speak zee French except en peu. See?”

“Ah, monsieur! He zee great Americaine. Many tousand dollaires. He reech mon. Quoi?”

“Look here, Frenchy” says Frank, as beads of sweat stand out on his noble brow, “I represent the great Americaine Nationale Velocipedique Societe, see? You race for our pursoy, our monnay? See? We geeve ze beeg monnais. Ze beeg concours. Vive le cash prix! Great heavens, can't you understand plain English, you lout?”

“Ah, Monsieur, he speak ze French en peu. Zee grand prix. En Cash.”

“Yes, yes,” says Frank with enthusiasm. “Cash, plenty cash. Cash! Cash!! Cash!!! Time prizes—money, golt, lucre, loads of it, Frenchy. Are you with us?”

“Pardonnez moi, monsieur” says Frenchy. “He say, ze plenty cash. Bien. He say one great prix. Bien. He say one grand concours. Bien. I go to Etats Unis, I run ze grand concours, I no win ze grand prix. Ah, Munseer, Quoi?”

Frank lights another cigarette, shoves his hands deep down into his velvet overcoat pockets and vents his sentiments in strong, forcible, palpably plain United States.

Frenchy shrugs his shoulders, takes a sip of absinthe, and looks up at the ceiling a perfect picture of continental contentment and expectation.

“If I had a gun,” says Mr. Egan to himself, “I'd blow my brains out.”

And that is why the N. C. A. will have no French amateurs on its staff next year.

RULE.

The Belgian National League for road improvement has met with success in the province of Brabant, where it has been decided to build a cycling track along several of the bad roads. Other improvements will follow speedily. M. Pier, a provincial engineer, is of the opinion that within five years there will not be a single road in the province without its cycling path.



## GUS STEELE.

Two years ago a jolly little fellow was scooping in all of the boy's races in this part of the country. There were many protests made, but the youngster continued to clamber up the ladder of fame. But, alas, his chin whiskers would not stay down and Gus Steele was forced out of the juvenile class much against his will. Finally he mustered up courage and made his debut as an out-and-out racing man in the '92 Pullman. Riding a heavy Century Columbia he pushed his way through and was one of the first ten to cross the tape in front of the Hotel Florence. Steele showed what was in him at Parkside in the fall, and later, when he beat Johnson and Rhodes out in a sprint at the Milwaukee indoor tournament on New Year's day, he was declared a phenomenon.

Steele trained all winter at Hammond, Ind., and started on his victorious career this summer. He made an excellent showing on the circuits and after the Springfield, O., meet he started pot-hunting. At this he was more than successful, scooping in everything of value at Grand Rapids, Ionia, Adrian and other places. Gus is a lively youngster and on account of his small size and winning ways is always a favorite with the audience. He can justly be called the king of pot-hunters.

## Women and the Wheel.

There is a consensus of opinion among those best capable of forming a judgment, that the present season has seen a very considerable increase in the number of women who ride safeties, says C. W. H. in *Bi. News*. It is not too much to say that the number has doubled since last year. Some of these riders formerly used tricycles, upon which very few women are now seen since the safety has advanced in favor; but the majority are novices who know nothing, and care less, about the prejudices entertained in the past against cycling for women. Many have forgotten, or never knew, the amount of discussion and opposition which prevailed when the saddle superseded the awkward and uncomfortable seat formerly fitted for ladies' use on the bicycles, tricycles, and sociables of the period. Cycling for women is no longer an experiment, but must be taken as a matter of course. When very few women rode safeties, and their appearance awheel excited much curiosity, there was a greater need than at present of conciliating public opinion.

Soberly attired in stout blue serge fitting closely at the throat and wrists, the early safetyist sat on her saddle in a posture of diffidence and uncertainty, wearing a worried look, or at best a very subdued cheerfulness, and getting her work on her pedals at such intervals as she was free from the dread of her dress doing something awful. With the advent of the pneumatic tire and the perfecting of chain and wheel guards, women's cycling received an important fillip. It is impossible for a woman not to ride easily on a modern wheel, and consequently the feminine speed-rate has increased. Women ride faster and farther than they ever rode before. Relieved from vibration, and no longer condemned to use cycles of excessive weight, the weaker sex has reached the gates of a cycling paradise hitherto reserved for men only.

There are still two disabilities under which the cycling woman labors, and from which she is now seeking to free herself. The first is the eternal costume difficulty. Gallons of ink have been shed by feminine journalists in describing useless and exasperating variations of the skirt, each alleged to be a solution of the dress question. It is now being tardily recognized, after years have been spent in fruitless efforts to reconcile the skirt with limbs in constant motion and revolving cranks and pedals, that the only satisfactory settlement of the costume controversy lies in the abandonment of the skirt for cycling use. I fail to see why there should be any keen regret felt in relegating this article of attire to the limbo of the past. However charming the skirt may be made for the purposes of the house, the ball-room, or the promenade, no woman will contend that it adds to her attractiveness or her comfort when worn awheel. Not only is it heavy in itself

and exceedingly liable to become soiled or torn, but its adoption involves underwear of a needlessly complicated character. This is why the skirt is not worn among civilized women for swimming, gymnastics, or shooting. Both in France and in Denmark women who value their appearance have recognized the unsuitableness of the skirt, but in this country and in America opinion has taken much longer to ripen. Nevertheless, several pioneers of their sex have already emancipated themselves from the detested garment, while a very large number are earnestly considering what appears to them a momentous question.

I have had the advantage of hearing a great many men's opinions upon the impending knickerbocker epoch, and I can not recall one instance where any regret was expressed at the change. All attempts to modify the skirt will be doomed to speedy abandonment. A raised skirt does not look well, and is more troublesome than ever in a wind. Adjustable or abbreviated skirts, worn over a bifurcated garment reaching to the ankles, will doubtless find favor among those who shrink from the revolution, or who attach no importance to a graceful appearance. But from all the opinions I have been able to gather from wheelmen interested in the question, it would appear that a jacket of suitable cut extending below the hips, loose knickerbockers, and ordinary hose, with, perhaps, gaiters, will find favor generally. Such a costume combines lightness, elegance, and comfort.

## Will Carry a Trunk Next.

"One of the most amusing and interesting things I saw in the capital," said a gentleman who returned a day or two since from a visit to Washington, to a New Orleans reporter, "was a mechanic trundling himself and his kit and outfit to work on a bicycle. Bicycling, by the way, seemed to me to be the chief means of locomotion in Washington. This man had his coat off and was astride a pneumatic-tired safety. Fastened in front of the machine, on a convenient rest, were his bag of tools, his lunch pail, and his coat, while slung across his shoulders in a manner that made it balance perfectly, was a ladder at least thirty feet long. As he turned into Pennsylvania avenue he created something of a sensation, but he bowed along seemingly oblivious of everything, especially of the people who dodged his ladder."

## Raymond Would Be Looking for a Job.

Tommy. — "Maw, don't anybody but good people go to heaven?"

Mrs. Figg. — "No, my son."

Tommy. — "But, maw, how does the good people enjoy themselves if they ain't any bad people there for them to try and manage?"

What would B'rer Raymond and his cohorts do if the shamateurs were all to become white sheep and cease from skinning around devious paths to the tune of manufacturers' dollars? How in the world would "Senator" Morgan succeed in raising the wind and incidentally B'rer Raymond's hair? And in fact what would the space writers, the officious officials, and everybody in general connected with sports bicyclic have to quarrel about, and render themselves happy and contented, if everybody else was as good as their own immaculate selves? Good people the world over are now, and always have been, making themselves conspicuous, and in a manner ridiculous, in their efforts to pose as saintly folk, and I have no doubt that many believe in their very souls that the halo is visible around their heads. Nevertheless, the great world wags on, and the little peccadilloes of mankind and womankind are smiled at by the world, no matter how high the hands of the real good people are held. The world wants meat not pap, and it will have that which it wants though all the racing boards, churches, and reformers in Christendom stand in the way. Let us have clean racing and honest officials. Hurrah for Class B.

Willie Windle, in his wanderings around the east, picked up a little colored boy, whom he took around with him as a mascot. He took him to his home in Millbury, Mass., for a visit, and the youngsters of the town, who had never seen a "young gen'lman of color," fled in terror and would not be reconciled. Julius, the mascot, laughs merrily when the story is told.



GUS STEELE



## FOR THE WORLD'S CHAMPIONSHIPS.

A magnificent bronze shield, which cost its donor \$275, has been put up by the *Cyclist*, of England, to be competed for in the world's championships to be held by the International Cyclists' Association. America will be the first name engraved on the shield; the country winning it the greatest number of times in ten years will become the final owner of the trophy. The shield is of copper worked in *repousee* and partly gilt, the blending of copper and gold giving a very fine effect. The design is quite original in character. The sides of the shield are occupied by bold elaborate scrolls, heart-shaped, and crested with open Elizabethan summit. At the top of the trophy appear the arms of England, over which is a ribbon bearing the words "International World's Cycling Championship." Below the execution in *repousee* is a view of a cycle race, and in the center of the shield Victory is shown presenting the laurel wreaths to the champions. The center panel is surrounded by ten embossed shields bearing respectively the arms of the following countries: England, France, Germany, Belgium, Denmark, Holland, Scotland, Ireland, Canada, United States, and Cape Colony, these being the countries taking part in the International Association at the time of its first races. A scroll entwined with laurel is given on either side to receive the names of the winners, and in the lower portion is a heart-shaped panel bearing the inscription, while above it are given two winged wheels. The whole is mounted on a solid oak plinth.

### She Shocked the Natives.

Last summer Mrs. Angeline Allen created a sensation at Asbury Park by the scantiness of her bathing suit. This month she startled the natives of Newark, N. J., by riding a bicycle through the streets in a somewhat masculine suit. Her costume consisted of corduroy trousers, which fitted her legs loosely to the knees. Below them were gaiters which covered trim patent leather shoes. The upper part of her figure was set off by a tightly fitting white shirt, which had a highly polished bosom. At the waist a yellow belt covered the band of her breeches. Over her shirt fitted a pretty little zouave jacket, and on her head was perched a jaunty cap of the polo variety.

### An Indoor Meet for Chicago.

Arrangements are being made to hold an indoor meet in Chicago next month. The committee which managed the international meet has decided to do something to get the guarantors out of the hole, and thinks that such a meet would net a very tidy sum. Last Monday Messrs. Gerould, Miles, and Marrett visited Tattersall's building at Seventeenth and Dearborn streets and had some talk with the agent. If a nine lap track can be constructed in the gallery a meet will be held there the latter part of November.

### A Successful Century.

KANSAS CITY, MO., Oct. 16.—It was quite dark and near freezing point on Sunday morning when the Kansas City Cyclists started on their third annual century run to Paola, Kansas, and back. After the sun had risen the weather became just cool enough to be comfortable; there was no wind and everything was favorable for a century. The club was too slow for Mandeville and Hatfield, who started an hour later than the crowd, caught them at 35 miles and completed their journey in eleven hours, or about eight hours actual riding time.

### Expelled from the Chicago C. C.

A notice has been sent out by the secretary of the Chicago Cycling Club announcing the expulsion of A. L. Collins and Clifton S. Merrill from the club.

### Two Good Men Gone.

October 11 seems to have been a good day for Mr. Hymen, for in the same mail came to THE BEARINGS office the announcements of the marriage of Editor Joseph Goodman, of the *American Cyclist*, and Miss Rosie Stern, at Hartford, Conn., who will be at home to their friends at

28 Congress street, Hartford, after November 27; and that of chief consul of Ohio, Andrew E. Mergenthaler and Miss Ada C. McWhirk at Fostoria. They will be at home at 230 East North street, Fostoria, after November 15.

### Curtis Won the Race and Time Prize.

At the annual ten-mile road race of the Lincoln C. C., at Chicago last Saturday the winner turned up in C. R. Curtis, who won only after a desperate finish with J. W. Adams, who started from the one-minute mark with him. Curtis also won time in 32:06, Wylie, Peck, and Gunther, the scratch men, failing to gain any on them. The men finished in this order: Curtis, Adams, Radell, Loescher, Wylie, Taylor, Peck, Fairchild, and Gunther.

### A Plucky Long-Distance Ride.

Duke Hill, of Louisville, Ky., rode 228 miles in 17 hours last Saturday on the road. He started out to make a 24-hour record, but during the night he had several falls and injured his wrist so that his friends induced him to stop. He rode 168 miles in 12 hours. He exceeded by seventy miles any previous Kentucky record.

### She Got a Warm Reception.

A New York girl recently crossed City Hall Park attired in dark blue baggy trousers, a short waist tucked into her trousers, and a short blue coat. A jaunty hat completed the attire. There was a huge crowd in front of the newspaper offices and the girl immediately attracted considerable attention. The newsboys at once surrounded her, and, according to a local paper, these shots were fired at the rider by the gamins.

"Ain't yer forgot suthin?" said one.

"Get onto them shanks!" howled another.

"Aw, ain't she bold!" screamed a third, and then the poor girl listened to such remarks as these:

"Do you s'pose she wears suspenders?"

"Papa's pants are baggy at the knees!"

"Oh, Maudy, does your mommer know you've got 'em on?"

"Git on de machine and let's see 'em work!"

The intellectual pressure of the conversation became so heavy at this point that the fair rider turned about, and vaulting gracefully onto her bicycle rode rapidly toward Broadway and

disappeared among the cable cars, express wagons, and trucks.

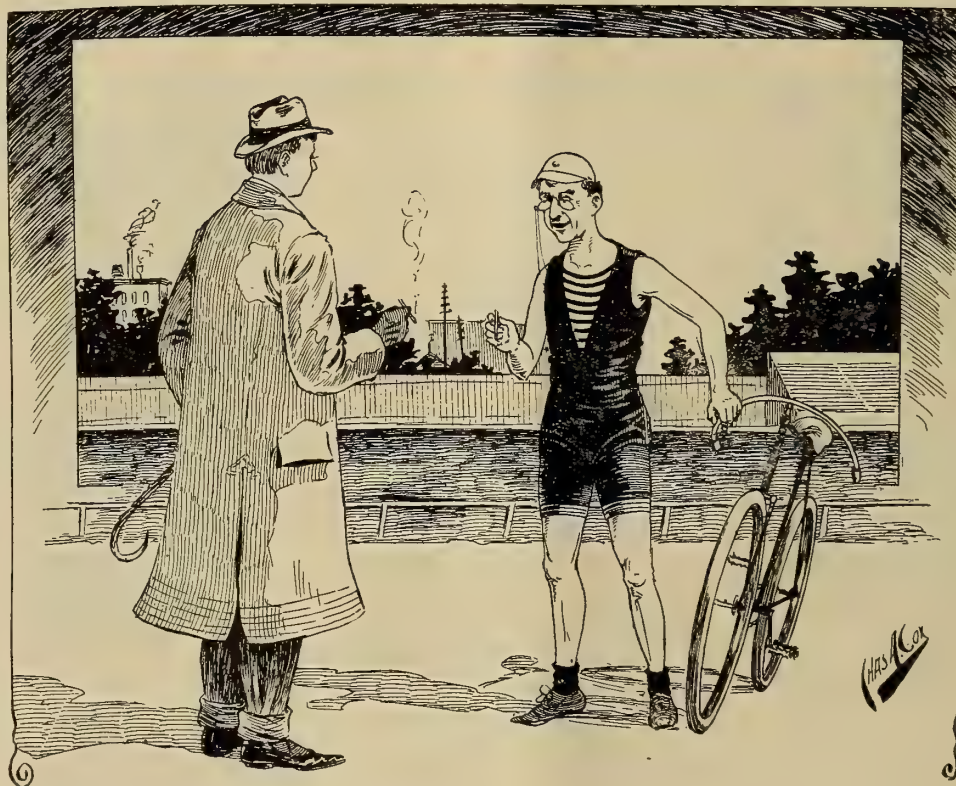
### Beware of William Goat.

A young lady wandered away from her bicycle for a few minutes not so long ago, and returned to find a goat calmly lunching off the patent leather dress-guards with which her machine was fitted.

Speaking of wonderful digestions, that domestic ostrich, the duck, can hold its end up with any of them. A rider was cleaning his chain, when along came Mr. Duck and gobbled up the chain bolt. 'Steen miles from nowhere and no chain bolt. Well, it wasn't so bad after all, for there was one bicycle rider that had duck for dinner that day.

### JULIAN P. BLISS.

Julian Pye Bliss, the subject of our colored supplement, has been one of the surprises of the year. He has been known for some time as a good rider, but even his best friends never accused him of being able to hold his own with the best riders in the country, but he has proven beyond question that he is just about as good as they make. He has followed the circuit all year and has met with most flattering success as a member of the Rambler team, and in point of wins has led all the other members of the team, and it is doubtful if there are more than two men in the country who have won more prizes than the "Little Zimmerman." He is twenty-one years of age. One of the most remarkable things about him, when his excellence as a rider is taken into consideration, is his diminutive size. He stands just five feet three inches high, and weighs a trifle over 120 pounds. He is at all times a perfect gentleman and a credit to the sport,



NOT MUCH TO IT.

SCHUYLER TABB VON TABB: "Say, Cholly, don't you think my wacing suit is a perfwict dream?"

CHOLLY: "Yas; that is almost all there is to it."



## ECK KICKS SUCCESSFULLY.

KANSAS CITY, MO., Oct. 13.—The success attending the two days' meet of the Kansas City Athletic Club in September induced the club to try their luck again on October 11 and 12, on the Fairmount Park quarter-mile track. The counter attraction of horse racing and bad weather, however, had a disastrous effect on the attendance, and only a few hundred people saw the races on Wednesday, and through continued rains the events scheduled for Thursday were postponed indefinitely. Johnson, Rhodes, Knisely, Gus Steele, Burt, of Wichita; Maxwell, of Winfield; Condon, of Omaha; and Kindevatter, Warren, and Wood, of Kansas City, were the principal contestants; but the racing on the whole was disappointing. The prizes in the open events were good and almost a gift to Mr. Eck's trio; but those pampered gentlemen did not choose to give even an exhibition of racing. The spectacle of Rhodes and Knisely riding round the track, chatting pleasantly, and covering a mile in a trifle less than four minutes, was not exhilarating to the audience.

Mr. W. M. Brewster, the referee, was lenient enough in placing a limit of 1:15 and 2:40 on the half-mile and one-mile finals, but the limit was exceeded in both cases and the events ordered run over. A vigorous objection from Mr. Eck and his refusal to let Johnson ride again unless the races were allowed to stand induced the race promoters to satisfy his demands, although Mr. Brewster refused to change his decision.

The Kansas City Cyclists club championship was a good race. H. R. Warren made the pace and at the last quarter spurred for home. Kindevatter caught him a hundred yards from the tape and won by inches.

J. S. Johnson rode a mile against time, paced by Condon, Rhodes, Knisely, and Burt. The half was ridden in 1:05 and the mile in 2:14 4-5; record for a quarter-mile track. Eck told Knisely to take the pace at the third lap and keep on riding the fourth lap also, as he feared Burt could not ride fast enough for Johnson. Burt understood the arrangement, and the speed he showed in running away from both Knisely and Johnson probably surprised both those parties, as well as Mr. Eck himself.

Burt did not ride in any of the races, saying he was saving himself for the handicaps next day. W. A. Rhodes rode a half-mile against time, paced by Maxwell and Burt, in 1:04.

### Summaries.

One mile novice.—W. N. Robinson, Independence, Mo., first; J. D. Eubank, Independence, Mo., second; S. A. D. Cox, Humboldt, Kan., third. Time, 3:08 2-5.

Half-mile open, first heat.—John S. Johnson, first; Russell Condon, Omaha, second; G. A. Maxwell, Winfield, Kan., third. Time, 1:15 4-5.

Second heat.—W. A. Rhodes, Chicago, first; C. T. Knisely, Chicago, second; Gus Steele, Chicago, third. Time, 1:20 3-5.

Final heat.—John S. Johnson, first; W. A. Rhodes, second; Russell Condon, third. Time, 1:16.

One-mile three-minute class.—Frank Furguson, Kansas City, first; A. L. Brunner, Kansas City, second; W. N. Robinson, Independence, Mo., third. Time, 2:59 1-5.

One-mile open, first heat.—John S. Johnson, first; Russell Condon, second; Wm. Schnell, Omaha, third. Time, 2:47 4-5.

Second heat.—W. A. Rhodes, first; C. T. Knisely, second; Gus Steele, third. Time, 3:48.

Final heat, time limit of 2:40.—W. A. Rhodes, first; C. T. Knisely, second; Russell Condon, third. Time, 2:47 4-5.

One mile, Kansas City Club championship.—Charles Kindervatter, first; H. R. Warren, second; Frank Furguson, third. Time, 2:49 4-5.

### Peoria Jottings.

PEORIA, ILL., Oct. 16.—On account of the threatening weather on Saturday evening last, only ten of the Peoria Bicycle Club members attended the run to Bloomington yesterday. The roads were fine and the day perfect for riding. The boys were met by the Bloomington riders at Danvers, ten miles out, and escorted into town. After dinner the new club house was visited, and a general good time was had. A run was taken to Normal and other points of interest in and about Bloomington.

Several Peoria riders went up to Chillicothe last week and raced in three events. In reporting the races some of the papers say that the prizes were in cash. This, however, was a mistake, as the prizes were in the form of merchandise.

There will be a stag-card party at the bicycle club house Friday evening. This is the first of the fall and winter entertainments, and a large attendance is looked for.

Peoria L. A. W. members were called on by three different candidates for chief consul for the Illinois Division for help in getting the nomination.

The father of John L. Misner, president of the Peoria Bicycle Club, died this week, in Kentucky. John has the sympathy of his club mates in his bereavement.

### Eck Will Protest Tyler's Quarter.

Tom Eck, it is said, will protest Tyler's flying quarter-mile record of :25 4-5, made at Hartford. The Hartford track is a horse track, upon which a cyclist, riding eighteen inches from the pole, rides nine feet five inches less than a mile in one circuit, or about two feet four inches less in a quarter, says a Milwaukee paper. Tyler's quarter-mile record was a final-quarter performance, which, according to Eck's protest, can not be accepted because of this shortage and the additional fact that the watchholders in catching the time reckoned from the instant Tyler's body passed the quarter pole, instead of noting the instant when the front wheel of his machine passed it.

## NEW YORK NEWS.

NEW YORK, Oct. 14.—The Metropolitan Association of Cycling Clubs, which at one time was accused of being a worthless organization, has many schemes under way which will be of great benefit to cyclists. The east and west drives in Central Park are very dangerous at night. Drivers use these thoroughfares constantly in the evening, and when driving in the rear of wheelmen it is impossible to discern the riders until almost on top of them in the dark. Many narrow escapes have occurred in the park at night, and as a consequence the Metropolitan Association now intends to interest both the wheelmen and horsemen in an effort to have the drives lighted at night. The movement will secure the endorsement of all the cycle clubs in the city, and if the petition is properly presented it should receive the consideration of the park board.

The police of this city seem determined to cause the bicyclists as much annoyance as they can. The rigid enforcement of the lamp ordinance is resulting in many unpleasant experiences. Very frequently of late men have been riding along with their lamps lighted when a sudden jar would extinguish them, and the rider would continue his spin unconscious that his lamp was not burning. When stopped by an officer no excuses will be taken, the fact of the lamps being attached to the wheel making no difference. The injustice of some of the arrests has resulted in the Metropolitan Association of Cycling Clubs sending a letter to the police commissioners requesting greater leniency in the enforcement of the law.

Well, well, well! so Casper Whitney has broken loose again. The tender racing subject has once more aroused his ire and he now seeks to tell his readers that the personnel of the Racing Board should be cleansed of the members who are so obstinate in refusing to expel men on circumstantial evidence. In this suggestion he will find himself ably supported; but he is wrong when he states that the chairman of the Board coincides with the men who refuse to oust the shamateurs. Chairman Raymond has been persistent in the investigation of charges against the racing men and when the authority has rested with him he has shown no hesitancy in acting impartially. The cases of Taxis and Murphy are examples. Mr. Whitney concludes his tirade upon the Racing Board with: "Is it any wonder we guard college sports zealously?" Aye, but do you? The idea that pure amateurism reigns supreme in the universities is folly. Mr. Whitney knows well that every season inducements are offered to promising athletes to forsake the smaller colleges for the large universities. How about Osgood leaving Cornell for the University of Pennsylvania, Mr. Whitney? This pure amateurism about the colleges is bosh. Why don't Mr. Whitney direct his efforts in their direction? Simply because the universities would not tolerate such a crusade.

### Illinois Division Annual Election.

The following names have been placed in nomination in accordance with the constitution and by-laws of the Illinois division and ballots will be mailed members in a few days:

Chief consul, A. A. Billingsley, Springfield, and Chas. E. Randall, Chicago; vice-consul, Chas. H. Castle, Chicago, and Arthur D. Black, Jacksonville; secretary-treasurer, Burton F. White, Chicago.

Representatives: First district, four to be elected: J. A. Erickson, Chicago; John Siman, Chicago; Dr. J. C. Wachter, Chicago; A. W. Roth, Chicago; F. B. Hart, Chicago; Geo. L. Emerson, Chicago; J. M. Stimpson, Chicago; Grant Newell, Ravenswood; R. D. Cox, Rogers Park; R. R. Ropp, Irving Park; H. M. Angel, Evanston.

In the other districts only one representative is to be elected; the following are nominated: second, Geo. S. Webb, Aurora; third, Wm. A. Connelly, Danville; fourth, no nomination; fifth, Chas. F. Vail, Peoria; sixth, John P. Fogarty, Springfield; seventh, F. R. Bunting, Quincy; eighth, no nomination; ninth, Rollin M. Starr, Jacksonville.

### State Records Lowered.

OSKALOOSA, IOWA, Oct. 11.—A big crowd, fine track, and fast times were the features of the first meet of the Oskaloosa Cycling Club today. All of the races were hotly contested and the half, one, and two mile state records were lowered. The half-mile novice was won in the remarkable time of 1:09 3-4. Results:

Half-mile novice.—L. C. Sutherland, first; N. A. Dean, second; John Alspach, third. Time, 1:09 3-4.

One-mile handicap.—R. P. Condon, scratch, first; W. Schnell, 40 yards, second; H. H. Stipp, 90 yards, third. Time, 2:24.

Quarter-mile open.—C. W. Ashley, first; H. H. Stipp, second; W. Schnell, third. Time, :36 2-5.

Two-mile handicap.—Russell Condon, scratch, first; W. Schnell, 80 yards, second; E. Kostomalatsky, 160 yards, third. Time, 5:01.

One-mile open.—C. W. Ashley, first; W. Schnell, second; E. Kostomalatsky, third. Time, 2:29 1-2.

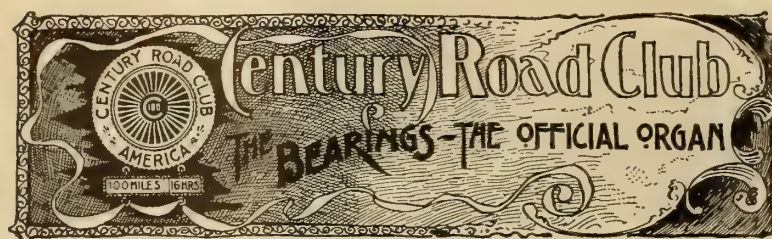
Half-mile handicap.—H. H. Stipp, 45 yards, first; R. P. Condon, scratch, second; W. Schnell, 20 yards, third. Time, 1:10 1-4.

Two-mile open.—J. A. Knepper, first; E. Kostomalatsky, second; N. A. Dean, third. Time, 5:44 3-4.

### Kauffmann Sails for London.

N. E. Kauffman, who recently defeated Barber in a trick-riding contest at Rochester, sailed from New York last Wednesday for London. This will probably end the matter of a contest between him and Maltby, who has just accepted Kauffmann's Chicago challenge.





### CENTURY ROAD CLUB OFFICERS.

PRESIDENT	W. A. Skinkle, Case Bldg., Cleveland
FIRST VICE PRESIDENT	F. W. Gerould, 108 Madison St., Chicago
SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 331 W. Lake St., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

### Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 331 W. Lake St., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 444, New York
ROAD RECORDS	R. D. Garden, 291 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

### State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Holm, 908 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Perrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, R. B. Whitehead, Westfield.
Delaware, S. W. Merrihew, Wilmington.	North California, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 602 F. St., Washington.	New York, C. Edward Wood, 202 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Georgia, R. L. Cooney, Box 295, Atlanta.	Oregon, W. Newton, 333 Morison St., Portland.
Illinois, R. C. Lennie, 287 Wabash Ave., Chicago.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Indiana, Frank L. Rough, South Bend.	Rhode Island, C. W. Weld, Providence.
Iowa, J. A. Pallister, Ottumwa.	Tennessee, George C. Brodnax, 290 Main St., Memphis.
Kansas, Austin Hawley, Girard.	Texas, John Trieller, 281 Elm St., Dallas.
Kentucky, W. A. Rubey, 448 Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edwd. Nelly, Parkersburg.
Maine, Dr. Frank H. Moore, Calais.	Wisconsin, Frank Bolte, Milwaukee.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	England, Maj. Knox Holmes, London.
Michigan, W. E. Metzger, Detroit.	France, A. G. Roux, 54 Boule. Du Temple, Paris.
Minnesota, Colie Bell, 703 Nicclet Ave., Minneapolis.	

### Applications for Membership.

Francis J. Horsfall, Box 384 Poughkeepsie, N. Y.	W. S. Butterbaugh, Iowa City, Iowa.
Louis C. Dorn, 48 Euclid Ave., Cleveland Ohio.	Wm. H. Irish, 31 Noxan St., Poughkeepsie, N. Y.
	C. H. Cole, Court House, Birmingham, Ala.

### NOTES WISE AND OTHERWISE.

Sanger now weighs 205 pounds.

J. W. Stocks, England's "phenom." is a telegraph operator.

It is reported that Sanger is engaged to a young lady at present a resident of Chicago.

Louis Block, of Denver, lowered the Colorado mile record to 2:24 1-4 at Colorado Springs, October 7.

G. Lacy Hillier is becoming an all-round athlete. He recently defeated J. E. Dixon in a walking match.

F. T. Bidlake, the English newspaper man and racer, is said to be a director of the Palmer Tire Co., of England.

Fully 500 wheelmen participated in the union run of the California Associated Cycling Club from Alameda to Haywards.

C. D. White, a boy electrician at San Bernardino, Cal., has rigged a sail to his bicycle and finds it a good means of locomotion.

In Dietz and Battel Buffalo has a couple of novices worth watching. The pair, on a tandem, did a mile in 2:16 2-5 the other night.

T. E. Hutchins has withdrawn from the race for secretary-treasurer of the Wisconsin division and M. C. Rotier now has the field to himself.

Fred Werner rode 100 miles in 7 hours flat on the Diamond Wheelmen's century at Detroit, October 8. The previous state record was 7:30:00.

A. W. Luce recently rode around Lake Chautauqua, Jamestown, N. Y., a distance of forty-four miles, in 2:30:00, beating the previous record by 20 minutes.

C. W. Dorntge attempted to beat a trotting horse in two one-mile heats at Toronto Saturday. The horse won the first heat in 2:25 1-2 and the second in 2:22.

W. B. Riegel and John Mc C. Durham, of the Penn Wheelmen, Reading, Pa., and W. A. Dotson, of Elmira, N. Y., are among the World's Fair visitors.

Harry Leeming, Tyler's trainer, is confident of bringing the mile flying record down to 1:50. Should the weather continue favorable, this will likely be attempted this week, as well as the standing start.

C. E. Henry, who left San Francisco July 23 and arrived in Chicago October 12, departed last Monday for New York. Mr. Henry made the ride between 'Frisco and this city in 50 1-2 days of actual riding.

C. W. Dorntge, of the N. C. A., has had his license revoked for riding against a trotter in Canada two weeks ago. When asked what he intended doing, he said he was more than pleased at their action, as he never intended racing again.

Frank Waller is now in Detroit doing nothing. He carries his arm in a sling, having had it broken by an Indianapolis doctor in order that an imperfect setting of some years ago might be rectified. He will not ride 24 hours this year.

The Fremont (Ohio) Cycling Club opened its new club rooms with a banquet and ball Thursday evening, October 12. Covers were laid for 200. The ball was one of the social events of the year. A number of wheelmen from Toledo, Sandusky, and Norwalk were present.

The famous old Buffalo Bicycle Club is about to go out of existence. A social organization will rise Phoenix-like from its ruins, and the few members of the old guard left will see that their old favorite is suitably buried by holding an old-time run to Pine Hill, followed by a banquet at the club house.

On November 24 Mr. and Mrs. Henry E. Ducker will hold their reception at 149 School street, Buffalo, the occasion being the twenty-fifth anniversary of their wedding. A few short years ago Ducker was one of the most prominent figures in cycling, but of late has been but little heard of in the wheel world.

The newly appointed officers of the Southern California Division are as follows: Chief consul, E. A. Hornbeck, of National City; vice consul, W. J. Allen, of Los Angeles; secretary-treasurer, E. W. Stuart, of Los Angeles; representatives-at-large, J. M. Johnson, of Riverside, W. K. Cowan, and Mr. Cook, of Los Angeles.

Miss Annie Aldrich, a New York wheelwoman, was arrested last week charged with reckless riding. Miss Annie Feldman made the complaint claiming that Miss Aldrich ran into her and knocked her down. The prisoner claims that she whistled, but the complainant did not heed the warning. The prisoner was discharged.

It is said that Governor Russell, of Massachusetts, is an expert cycle rider. We do not see any reason why he should not be, as he has a peculiar advantage, not always accorded to cyclers; a man who understands the wheels of government ought to understand the government of wheels pretty well, so we think.—*Wheelmen's Gazette*.

Captain Alexander Gerdentis, a prominent Hungarian sportsman, is about to start on a cycle tour from London along the Mediterranean coast, passing through Cologne, Geneva, Milan, Trieste, Vienna; along the Balkans to Constantinople; from there to Jerusalem, Jaffa, Tunis, Morocco, Tangier, and back. M. Orell, a famous artist, will accompany him, and the two will supply the English papers with an illustrated account of their trip.

### A. A. TAYLOR TALKS TRADE.

The day seldom goes by that the assignee of the Taylor Cycle Company does not credit up sales of from four to ten machines, Mr. Taylor giving his undivided attention to the business so that as much as possible may be realized for the creditors.

"Of course it will not be dollar for dollar," said he, "but it will be a comfortable dividend. You have no idea of the decrease in value of stock and fixtures by a forced sale. Our fixtures which cost \$4,000 will be sold for less than a quarter of that amount."

"But do you not expect to continue the business?"

"Only in case our creditors should decide to let us continue, when, of course, the assignee would be withdrawn and everything go on as usual. I shall, of course, remain in the bicycle business and suppose I can make a living somewhere."

"What do you think the list prices of wheels for '94 will be?"

"Well, I should say \$125 for full roadsters, \$135 for medium light wheels, and \$150 for wheels commonly called racing machines (20 to 26 pounds). Yes, I think it would be more sensible to inaugurate such a scale of prices and maintain it, than to make the list \$150 straight and be forced to cut to sell."

"And what do you think are the prospects for '94 trade?"

"They could not be better. All these failures can only be attributed to the hard times. When a concern is depending largely on its bankers and is cut short just when the dull season is coming on, something must go. The bicycle business today is at its best. Interest is being taken in cycling and more money should be made now than ever before."

"Do you think the failures will stop when the present season is over?"

"Well, I don't know. There have been lots of people who have just squeezed through the season. It has been a question of how much they could stand without failing and another poor season would see failure after failure all along the line."

"I think these big manufacturers made a big mistake when they did not combine and buy up the plants of these small concerns that have failed and thus shut off competition in part. These plants are invariably sold to someone with an idea of starting up the business again. The plants bring on an average of, say \$16,000 and a total of \$100,000 would have easily purchased the plants of all the concerns that have failed thus far. Nor would it have been all waste, for much of the machinery is modern and would have been available in their factories. The bicycle business has a bright future before it," concluded Mr. Taylor, as he resumed the work from which he had been interrupted.



# Measure the Quality of

## COLUMBIAS

Against the bicycles of the whole world and they will stand any test.

The reputation enjoyed by COLUMBIA BICYCLES has been well earned. The first American bicycle built was a COLUMBIA. That bicycle was built as well as the means at hand would permit, and from the first to the last, with constantly increasing experience and facilities, our effort has been to build every COLUMBIA BICYCLE as nearly right in design, construction, finish, and quality of materials as possible, regardless of expense, until today they not only lead in America, but enjoy the proud distinction of being absolutely the standard bicycles of the world.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



# THE FIRST GUN OF 1894.

Without discussing the situation behind barred doors, or with bated breath, we have decided that, no matter what price other manufacturers reduce their wheels to for next season,

## The Fowler will Remain at \$150.

Any difference in price between the FOWLER and other wheels, means that there is just that much difference in material, workmanship, and construction. The Fowler has proven a phenomenal success in every way.

## Why Should we Change it?

AGENTS—as business men—a question: We built the FOWLER on honor. Our claims, though many and strong, have been fully substantiated. RIDERS: Agents swear by them. Everything considered,

## The Fowler Has No Equal

in cycling history. Now, why should we change that wheel? Would you want a change under the circumstances. NEVER!!!

You want such a wheel for your '94 Leader, don't you?

This company is at all times ENTERPRISING, PROGRESSIVE, and AGGRESSIVE, and no agent or rider can complain that we do not look well after our interests, which are his interests, his profits, and his satisfaction.

## Hill Cycle Mfg. Co.

142-148 WEST WASHINGTON STREET, - - CHICAGO, ILL.

Agents---Don't you want a leader for '94 that is a leader?





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

### THE CYCLE SHOW QUESTION.

There is going to be a fight over the cycle show question. It is New York against Philadelphia and for once the Quakers have girded themselves for the fight with commendable energy and are out for blood. They have been accused of calling names and telling lies. Perhaps they have. We are not informed. New York, however, has not been a whit behind. It has appropriated Philadelphia's name of National Cycle Show and never blushed, and Cycle-Show-Prial is now out with a list of the firms that favor New York. Among them are the names of Ralph Temple and the Kenwood Mfg. Co. Temple when asked his opinion said, "Between the two cities I prefer Philadelphia. More business can be done there." Secretary Jones, of the Kenwood Co. said, "We are much in favor of Philadelphia. That city has proven that she knows how to hold a show and New York has not." If such are the opinions of the only two set down as favoring New York whom we have had an opportunity of seeing, it is only fair to suppose that the majority of those named do not favor New York over Philadelphia. Two shows at one time will result in at least one fizzle. The matter should be in the hands of the trade itself, and we hope another season to see it so. In the meanwhile it will be far better to stick to the tried rather than the untried and self-seeking show promoters.

#### The New York Show.

The temporary advisory trade committee, appointed to co-operate with the Metropolitan Association of Cycling Clubs of New York, has issued a circular asking the opinion of the trade as to the best date for holding the proposed cycle show in New York. The committee states that the Madison Square Garden Co. has agreed that 20 per cent. of the net profits of the show is to be returned to the exhibitors as a rebate on account of their rental. The entrance to the show will be 25 cents. The committee suggests that the trade hold a meeting on the Wednesday morning of the show and discuss the management of future exhibitions of this kind. Of the firms already heard from fifty-four favor New York, one Philadelphia, one Cleveland, nine are non-committal, and the Monarch Co. do not want a show.

#### LUBURG MFG. CO. IN THE TIRE BUSINESS.

The Luburg Mfg. Co. have written us that they will be on the market shortly with a pneumatic tire made on the same principle as that employed in the Morgan & Wright and Greyhound tires. The advantage that they claim for their tire above all others is that it requires no cementing to the rim. It has a valve of their own invention, so constructed that it can not possibly leak.

#### "BRAKESPEARE" ON IMPORTING WHEELS.

The fact that some English makers have lost money here causes various English papers to declare that all Americans are rogues and swindlers. One English journal asserted a short time ago that it was time and money wasted trying to collect honest debts in this country, and that one collection firm crossed all names of American firms off of lists sent them, marking the claims worthless.

The sale of English wheels in this country has suffered a great diminution with the past two or three years, and there is no appearance of any reaction in their favor. Many English wheels once largely imported are no longer heard of or only in a limited way. Houses that handled them have taken up other wheels or passed out of existence, while at least one promi-

nent English concern having branches here has decided (unless all appearances are deceptive) to close them and withdraw from this country altogether.

It has been plainly shown that English wheels can not be sold here unless American methods of business are adopted. The Raleigh and the Premier are probably the only prominent wheels from across the water that have made any progress during the past few years, and the success of the one has been mainly due to the reputation given it by Zimmerman and the pushing of the business by American methods by Manager McDonald, while the other has been marketed by an American concern which has made a specialty of extremely light wheels.

The history of English wheels in America is an interesting and curious one, and he who studies it carefully finds something to be said in censure of both sides. Unscrupulous or financially weak American firms have taken advantage of the foreigner, and, in the venacular, "pulled his leg," albeit he was very foolish and shortsighted to permit himself to be hoodwinked by the class of firms to whose wiles he fell a victim. When the scales are balanced, however, it is found that the greater part of the blame should be borne by the Englishman. His motto has almost always been to take care of the English market first, and send to America what was left over. The recent expose of a celebrated English traveler, who has represented three different English wheels in as many years, is a case in point. All English firms do not, as did this man's firm, send over inferior wheels. But it is the custom with many of them, and that is one reason for their decline.

There was another pernicious custom, however, that was almost, if not quite, universal, even with firms of the highest repute. At one time it was impossible to obtain enough English wheels to supply the demand here during the early spring months. It made no difference how urgent were the demands for them, nor how faithfully the home firm had promised to ship them in ample time, it was only when the season began to slacken that the hapless importer or retailer was able to catch up with his orders, and then, when the season's trade was about over, the wheels that should have been shipped months earlier would begin to arrive.

I know of one house that a few years ago had a demand for hundreds of wheels in the early spring, but was unable to get more than one in ten of what it wanted. A few months later the English made up for lost time with such energy that the importing house closed the season with five or six hundred wheels on hand, which could easily have been sold if they had arrived in time. The makers had found an unexpectedly large demand for wheels in England, and they decided to supply that and let the American trade whistle for wheels. Incalculable injury was done to the wheel in America, however, and, good wheel as it is, it has never recovered from the effects of that fatal delay, nor regained the agents who were sacrificed to help the trade in England.

BRAKESPEARE E.

#### Want \$150 for '94 "Ariels."

E. H. Wilcox, secretary of the Ariel Cycle Mfg. Co., of Goshen, Ind., writes as follows concerning the intentions of his firm next year: "Our models for 1894 are now ready and our catalogue will appear in about six weeks. We shall build three machines—a roadster weighing 32 pounds, fitted with gear case and a patent brake of our own invention; a 23-pound racing wheel, which will also be capable of fast road work, and a straight line ladies' bicycle, which will weigh 30 pounds all on, fitted with gear case. We also have startling novelties for 1894 which we think are sure to please the public. Ariel bicycles will be made to the standard of excellence which they have always occupied, will be fully guaranteed and will list at \$150. We note the extreme reticence of some of the large manufacturers to state their 1894 prices. We consider this an unfortunate thing and should have stated our own prices before had our models been ready. The great amount of twaddle which has been said and printed regarding the matter of 1894 prices has interested us more from the absurdities contained therein than anything else. We do not think that there is any secrecy needed or that there is any earthly reason why the public should not know the policy of manufacturers who depend upon them for support. We know not what others can do, but we do know that we can not make and sell a first class bicycle for less than \$150 and make a profit for ourselves. Our office has been flooded with inquiries from agents and others asking us what we propose to do in the matter; therefore we considered it expedient to declare our position. We shall not only exhibit bicycles, but also a full line of all parts and methods of manufacturing at the coming show."

#### R. H. FRANKLIN & CO.

R. H. Franklin & Co., of 79-81 Washington street, Brooklyn, have been in the bicycle trade only a year, yet they claim to have made last season more bright, cold-rolled steel rims than any other house in the business, and expect to double their output the coming year. They make their rims in various styles and shapes to suit different tires.

Kirk Brown, of the Dunlop Company, is in Chicago on a business trip.

#### FOR RENT.



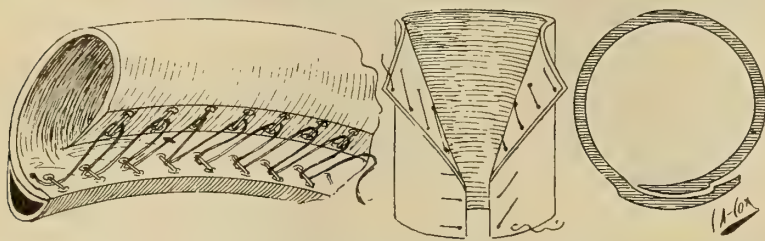
R. B. ABBOTT.

EXPERT OFFICE MANAGER---KNOWS THE BUSINESS.



## CLEVELAND RUBBER WORKS' NEW TIRE.

John Ives, representing the Cleveland Rubber Works, of Cleveland, is in Chicago this week, showing samples of his Company's new tire. The tire is an entirely new departure and, as near as we can say without giving it a practical test, should prove a good thing and a rapid seller. John says that the tire has been thoroughly tried and that it has shown its ability to withstand the tests of time. The inner tube is endless and the valve stem is unquestionably good. A loosely woven thread fabric is vulcanized into the rubber and the ends of the threads composing the fabric are spread through the flap, which is vulcanized to the inner tube. The novel feature of the tire, however, is in the outer cover. The cover is endless but is not a tube—until laced up. One edge overlaps the other the width of the rim and on the under side, of course. The under flap is cemented to the rim and the upper flap is laced to the under one. The manner of lacing is at once ingenious and simple. In each flap is a row of holes in pairs at a distance of half an inch apart. Through these holes is laced a piece of stout linen string so that little loops are left on the sides of the two flaps that come together. Then through these loops is passed another string which goes first through a loop in the upper flap and then through a loop in the lower flap and so on. A glance at the accompanying rough sketches will make the whole matter



clear. In effecting a repair the string holding the two flaps together is cut and unlaced far enough to allow the inner tube to be taken out and patched. A new piece of string is then laced in and tied and the tire is ready to be pumped up. The beauty of the tire is that a puncture can be mended at one place as well as at another and that the tire never has to be detached from the rim. In case the inner tube is to be taken out the whole lacing can be removed and put back in a very short space of time.

### Will Remember Mr. Garden.

In less than a month Chicago will lose one of her most prominent wheelmen. Robert D. Garden, the founder of the great Pullman road race and for many years manager of the Chicago branch of the Pope Mfg. Co., will depart for Hartford, Conn., next month to take the position of assistant superintendent in the Pope Company's factory. During the time he has been in Chicago he has endeared himself to Chicago riders and now that he is about to leave them they propose to remember him in a substantial manner. A fund is being raised and Mr. Garden will carry away with him a very handsome testimonial.

### Stearns Company Name Their Judges.

E. C. Stearns & Co. have selected as their judges for their test with the Lu-mi-num Mr. William A. Redding, of Redding & Kiddle, of New York city, and Mr. Charles E. Lipe, M. E., Syracuse, N. Y.

### PHILADELPHIA SHOW-

The following circular letter has been received from the Associated Cycling Clubs of Philadelphia: "We are receiving every encouragement in our preparations for the coming cycle show. The same committee that managed the last show will have charge of the show of '94.

"Profiting by experience, the trade can be assured that whatever can be done by intelligent and disinterested effort, will be done to make the show a success. The committee has assurances that the following firms favor the show in Philadelphia:

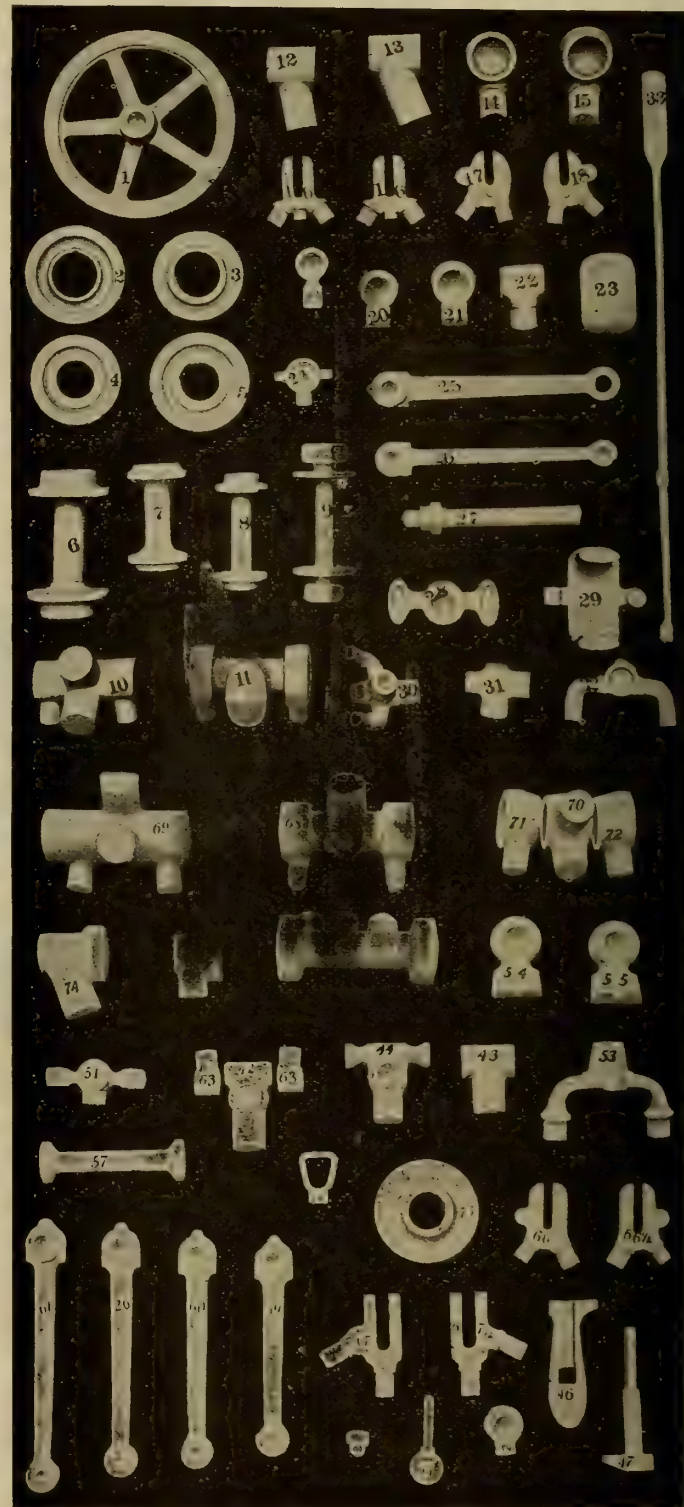
American Dunlop Tire Co.  
American Wheelman.  
American Athlete.

Buffalo Wheel Co.  
Buffalo Tricycle Co.  
Bretz & Curtis Mfg. Co.  
BEARINGS.  
Central Cycle Co.  
Cycling.  
Demorest Mfg. Co.  
Gormully & Jeffery Mfg. Co.  
Gendron Iron Wheel Co.  
Grand Rapids Cycle Co.  
Hartford Cycle Co.  
Hartford Rubber Works.

Hickory Cycle Co.  
Hilliard Cyclometer Co.  
Hart Cycle Co.  
Indiana Bicycle Co.  
League Cycle Co.  
Pope Manufacturing Co.  
Phila. Drop Forge Co.  
Reading Safety Bicycle Co.  
Relay Mfg. Co.  
E. C. Stearns & Co.  
Snell Cycle Fittings Co.  
Sporting Life.  
Telegram Cycle Co.  
Union Cycle Mfg. Co.  
Yost Manufacturing Co.

"The last number of the *Wheel* publishes what purports to be a list of firms in the cycle trade that did not exhibit at the last show in Philadelphia, —at least twenty of the firms did not exhibit. This is a specimen of the misleading statements that are being made to boom the New York show: "You will please observe that we have the support of the leaders, and as that is what all have been waiting for, there should be no delay in prompt action by the balance of the trade to support the only National Show that can be given."

# STEEL FORGINGS.



These Forgings ready for immediate delivery  
and estimates given on special  
patterns.

**BUFFALO DROP FORGING CO.**

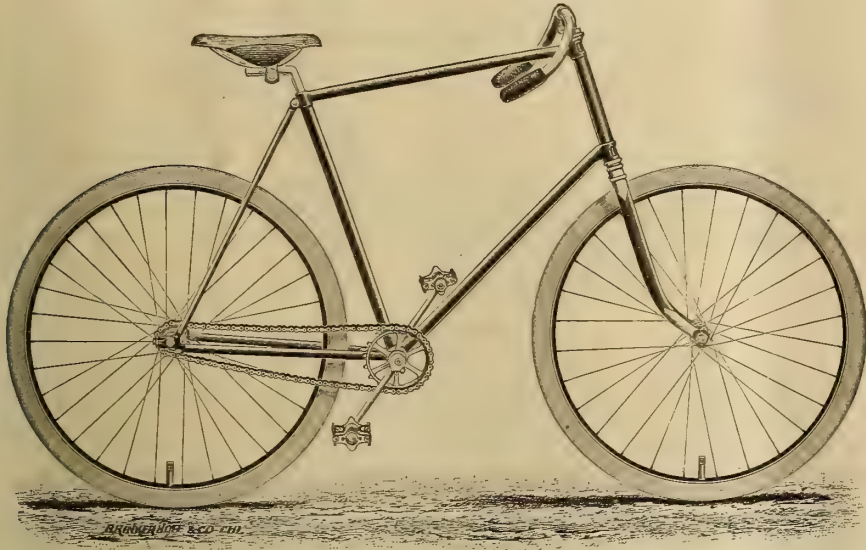
**BUFFALO. - - - - - NEW YORK.**

Mention The Bearings



### CAPITOL MFG. CO.'S NEW WHEEL.

The Capitol Mfg. Co., who are putting out their first bicycles, are at work early on next year's output. Their wheel will not in any important feature depart from the generally adopted style of this year, as will be seen from the accompanying cut. The machine will have a 44-inch wheel base, 10 1-2-inch head and a high frame, the seat-mast being 23 1-2 inches long. The angle of the steering head will be the same as that generally used by



the best English makers, viz., 68 degrees. The roadster will weigh under 28 1-2 pounds and the racer 20 1-2 pounds. The crank bracket is of the barrel pattern and is made of 1 1-2 inch tubing, reinforced. The rear stays will be attached to the bracket by being brazed to lugs on two rings that encircle the barrel, while the front stay and the seat-mast will be run through two holes bored in the barrel bracket and the ends of the tubing spread and brazed. The output for 1893 will not exceed 1,200 wheels.

On the first of November J. P. Walters will go on the road for the Stover Bicycle Mfg. Co. He will travel in Illinois, Iowa, Wisconsin, Minnesota, North and South Dakota.

### ENTERPRISING PEOPLE.

The Eagle Cycle Mfg. Co., of Torrington, Conn., recognizing the value of "being on the ground" for western business, have opened a very pleasant salesroom in the same building in which THE BEARINGS holds forth, and on the same floor adjoining our offices. Here they will carry a line of ten wheels as samples, and we understand that a stock of wheels will be carried in warehouse for immediate delivery to purchasers. Mr. F. E. Weaver will be in charge of the office, he and Mr. Dichman having completed their arrangements in the past few days. The Eagle line will consist of their usual highest grade machines in roadsters, light roadster, racing machine and ladies' wheels, and a line of high grade medium price wheels. We understand that they will fit all their machines with aluminum rims.

#### A Fourteen Pound Racer.

The Fulton Machine Works is at work on a fourteen-pound racing Thistle, an order from Northern Michigan for a light-weight racing man named Curry. It is one of the handsomest wheels ever turned out by this concern, which has manufactured this year a large number of seventeen-pound racing machines, on one of which Bainbridge won the Columbia Wheelmen's ten-mile road race, defeating Ulbricht from scratch, and lowering the record. The Fulton Machine Works Thistle safety has been one of the lightest American made road wheels this season and has scored a splendid success. Only about 300 have been turned out, but the company still has yet to hear of a single serious break.

#### A Missouri Zimmerman.

K. F. Peterson, manager of the Raleigh Cycle Co's., exhibit at the Fair, received an order for a copy of Zimmerman's book on training from A. A. Zimmerman, of Missouri. Strange to say, the Missouri man is a speedy man and is built on Zimmy lines.

A good roads congress was held in Chicago this week. Among the notables present were Colonel A. A. Pope, Prof. L. M. Haupt and Theodore Butterworth.

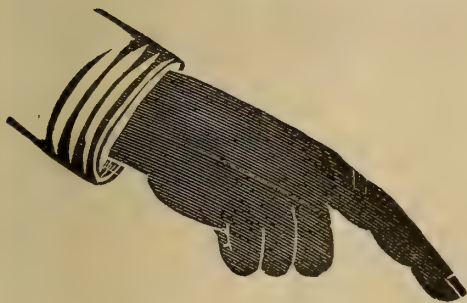
Colonel Pope and Geo. H. Day, of the Pope Mfg. Co., were in Chicago this week.

## Our Agents Make Money!!

DO YOU

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS...



We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.

Stock carried  
...in... **CHICAGO.**

## The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

...OR...

## 46 and 48 Van Buren Street,

ROOM 906.

CHICAGO.

"Bearings" Building.



## TRADE ITEMS.

C. M. Fairchild, of the Quadrant Cycle Co., goes south shortly on a much-needed vacation.

The *Cyclist* argues that coasters should be placed on the lower front tube of the frame instead of on the forks.

Five auctions of bicycles have been held in Louisville, Ky., this year. They were not howling successes, poor prices being realized.

The '94 James will have a new patent hub, and a patent sprocket and crank that reduces the tread of racing machines to five inches.

V. J. Kelly, of Philadelphia, is traveling in the interest of the Eastern Rubber Co., and will shortly show his goods to the western manufacturers.

Hugh Capertown won time prize in the annual 12-mile road race of the Capital City Cycle Club at Atlanta, Ga., over rough and sandy roads, in 35:29.

John P. Walters will travel through Illinois, Iowa, Minnesota, and North and South Dakota for the Stover Mfg. Co., starting some time in November.

Robert Abbott, who resigned his position with the Hill Co. some two or three weeks ago, is now on a hunting and fishing trip, the guest of the Carolina Club, of Asheville, N. C.

Thomas Saunders wishes to request his business friends, through THE BEARINGS, to direct any mail to his new address at 122 Trinity road, Birchfields, Birmingham, England.

The Rochester Cycle Co. are industriously working on their models for '94, and Mr. Canfield, the president of the company, says they will have the finest machine yet produced.

G. S. Webb, of Aurora, Ill., has built a 15-pound racer. The front hub weighs six grains less than an ounce, the spokes in the front wheel weigh one ounce and the front wheel weighs just one pound, minus the tire.

A. B. Simons, agents for the Cleveland at Deming, N. M., has originated a very clever "ad" for his wares, headed "Cleveland's Proclamation," following with a resolution declaring the Cleveland to be the best bicycle made.

"When an agent I have appointed gets the racing fever, then squalls are looked for," said an experienced traveling man, "for he can not race and conduct a successful business; and I usually find it necessary to change our agency."

The eight capitalists of Holyoke, Mass., who were to purchase stock in the Keating Wheel Company, have decided not to invest. They found that \$43,000 was due the company, and of this amount but \$10,000 was considered good.

The Marion Cycle Co., Marion, Ind., have placed orders for 1,000 '94 machines, Ralph Temple taking 500 of them. The Company write that they disposed of their entire output this year and are now running full-handed on '94 goods.

To cement a tire in an emergency, remove the tire from that part of the rim, lay a cloth saturated with coal oil on the side of the rim next to the hub, and light it. When the cement in the rim is sufficiently soft, replace the tire and bind with tire tape, says a St. Louis paper.

Arthur Moran, of Louisville, according to a local paper, has invented a tire that is pumped up automatically, the pump being a hollow ball concealed in the air tube and connecting with a valve. As the tire flattens, the ball is squeezed, the air forced out into the valve, and from there into the tube.

Penseyers & Hohever, manufacturers of the Globe, have moved to more spacious quarters, and with new machinery, increased facilities, and additional help will turn out 400 or 500 machines next year. They have had a very good business this year and their machines have often been heard from on the road and track. Penseyers, it will be remembered, was a racing man of some ability, but he has entirely abandoned racing for business. Next year's wheel will be a beauty.

### A Neat Lamp Bracket.

We are in receipt of a very neat little attachment for bicycles, in the shape of a detachable lamp bracket, sent us by W. W. Shryock, of Fort Wayne, Ind. This bracket will be found a great convenience to those riders who ride racers or other light wheels not provided with lamp brackets. It can be attached to or detached from the wheel in less time than it takes to read this paragraph and may be permanently attached to the lamp.

### Detroit Cycle Co. in Trouble.

DETROIT, MICH., Oct. 8.—The Detroit Cycle Co., doing business at 201 Woodward avenue and in Flint, yesterday filed a chattel mortgage on their stock and fixtures in favor of the Gormully & Jeffery Mfg. Co., of Chicago, for \$14,126.96, to secure an indebtedness of this amount.

### Felt Pedals.

An English firm, Cooper & Co., are pushing a pedal with felt in the place of rubber. The new pedal is much lighter than those made of rubber and is said to be more satisfactory in many respects.

## CYCLE TRADE IN THE SOUTH.

"What do you think are the prospects for cycle business in the south?" was the question put to that experienced traveling man J. Jay Ross, who has perhaps spent more time traveling for cycle houses in southern territory than any other cycle salesman. "I can not tell," said he, "until I either get down there or can see somebody from there who is posted. The business should be good throughout Kentucky, Tennessee, Alabama, and Georgia, and also in Florida, unless the yellow fever has played havoc there. Brunswick was a town of 10,000 inhabitants and a rattling good cycle town, when I was there with Jimmy last spring; but I understand that the ravages of 'Yellow Jack' have reduced it to less than 3,000. This will of course have a depreciating effect on the amount of business there. I consider the south the territory for the cycle business. The roads, taken all in all, can not be excelled in this country, nor can the hospitality of the inhabitants be surpassed in any country. The dealers are conservative buyers and do not tie themselves up for more wheels than they can dispose of, or as much as they feel sure of selling, preferring to go by the old saw 'slow but sure.' As a result all manufacturers who have done business in a businesslike way in that country have had little or no loss from bad debts."

### An English Expert's Opinion.

The trial tests between an aluminum frame by the St. Louis Refrigerator & Wooden Gutter Co., and a steel frame by E. C. Stearns & Co. are likely to be brought off in the immediate future, says the *Cyclist*, of England. The proprietors of the Lu-mi-num frame require that the two samples to be subjected to test shall be of equal weight, but as we have again and again remarked, and as the Stearns Co. observe in the correspondence between the firms, "If with an aluminum construction it is necessary, in order to obtain the same degree of strength, to use a frame weighing as much as one made from steel, the advantage of aluminum over steel in this connection is hardly clear to us." But maybe after all the whole business is naught but a deep-laid scheme for a big free advertisement. In referring to the matter, it is obviously forced on one to make inquiries as to the St. Louis refrigerator, and to ask plaintively for information as to the wooden gutter, and what gutters and refrigerators can have to do with the cycle trade. But there, these Americans are quaint people, and will deal in anything from golden syrup to dolomites.

### They Are Good Toe Clips.

E. D. Clapp, of 812 Ninth street, Washington, D. C., has favored THE BEARINGS with a pair of his new wire toe clips. An examination of them shows that they possess considerable merit. They are fastened to the pedals in a substantial manner and cannot come loose. Another good point is a wire rod that holds the two wires together where the toe touches them preventing the wires spreading when a sprint is started. Mr. Clapp has a good thing.

### Whymper Makes a Change.

L. B. Whymper, late of Schoverling, Daly & Gales, New York, has gone with the Crawford Mfg. Co., of Hagerstown, Md. The Crawford Company are bringing out a fine line of juvenile wheels. Their '94 high-grade machines will be fitted with wooden rims and Palmer tires, and tangent spokes used in place of the straight ones used heretofore.

### A Twenty-two Pound Light Roadster.

PEORIA, ILL., Oct. 15.—Rouse, Hazard & Co. are getting ready to start on their '94 pattern wheels. The roadster for next season will weigh twenty-six and the light roadster twenty-two and a half. Models of both of these have been in use for some time and are standing all sorts of hard tests. Peoria wheels are going to be distinctly in it next year.

### Recent Patents.

- 505,825. Bicycle pedal; Peter Gendron, Toledo, Ohio, assignor to the Gendron Iron Wheel Co., same place.
- 505,919. Pneumatic tire; Adam A. Long, Rochester, N. Y., assignor of one-half to Henry S. Durand, same place.
- 505,929.—Vehicle tire; Albert E. Spangler, Syracuse, N. Y.
- 505,938. Saddle for bicycles; Arthur Cleveland, Newark, N. J., assignor of one-half to Charles L. Nesler, same place.
- 505,946. Mechanical motor; William C. Langdon, Erie, assignor of one-half to P. E. Shieler, Mercer, Pa.
- 505,949. Woven fabric for wheel tires; James Lyall, New York, N. Y.
- 506,105. Bicycle; Samuel A. Donnelly, Chicago, Ill.
- 506,135. Cycle lamp; Henry Salsbury, London, England.
- 506,179. Bicycle tire; Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Wilbur F. Day, Sr., same place.
- 506,195. Bicycle; Howard H. Hopkins, Goshen, Ind.
- 505,522. Bicycle-lock; William H. Hart, Jr., Philadelphia, Pa.
- 505,530. Tire for bicycles; Charles E. Luburg, Philadelphia, assignor to the Luburg Mfg. Co., of Pennsylvania.
- 505,620. Saddle or seat for bicycles; James Wilson, Somerville, Mass.
- 505,738. Bicycle; Samuel A. White, Harrisburg, assignor of one-half to Thomas K. Richards, Reading, Pa.
- 505,753. Bicycle; William V. Cocken, Tiffin, Ohio.
- 505,776. Cycle-brake construction; Albert Perkins, Chicopee, Mass., assignor to the A. G. Spalding & Bros., New York, and the Lamb Knitting Mfg. Co., Chicopee Falls.



**The Fowler's Prospects.**

"The year has been very satisfactory to us," said Frank T. Fowler, of the Hill Cycle Mfg. Co., last week. "We have not made a mint of money, but have nothing to complain of, despite the bad season. Our wheel next year will be just as good as that of the past year, and better. And I can tell you now it will list at \$150, not one cent less—and will sell for that too. The story that we cut prices this season is purely a canard. We did not sell wheels for \$85, nor for \$25 more than that figure, even to the trade.

"No! we shall not open a retail store, but will show the advantages of buying direct from the factory. We may have a down-town office. The Fowler's success is well deserved, for it is a good wheel. Watch us in '94."

**John Palmer Coming Home.**

John Palmer sails for home this week Saturday. Palmer has been in England since June 1, pushing the justly celebrated Palmer tire. It can safely be said no American invention up to date has ever been as persistently and as successfully pushed as the Palmer tire.

**Lumsden Makes a Change.**

Arthur E. Lumsden, who has been on the road for the past year for the Indiana Bicycle Co., has left that concern and gone back with the Pope Mfg. Co., the first house for which he ever worked. He will represent them on the road.

# "Imperial" Model F

REGISTERED TRADE MARK



The wheel of the day. The most popular wheel. The wheel which, in proportion to the time it has been on the market, holds more records than any other made. The typical western wheel. The wheel you should ride.

Retail by

**SIEG,**

275 Wabash Avenue.

SEND FOR CATALOGUE.

**AMES & FROST CO. Makers,**

302 WABASH AVENUE, CHICAGO

MENTION THE BEARINGS.

THIS IS THE

# Lu=Mi=Num

The Strongest Bicycle in the World

Backed by the broadest, strongest, most liberal, and business like guarantee ever offered. Send for catalog. Shipments commence soon.

**ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.**

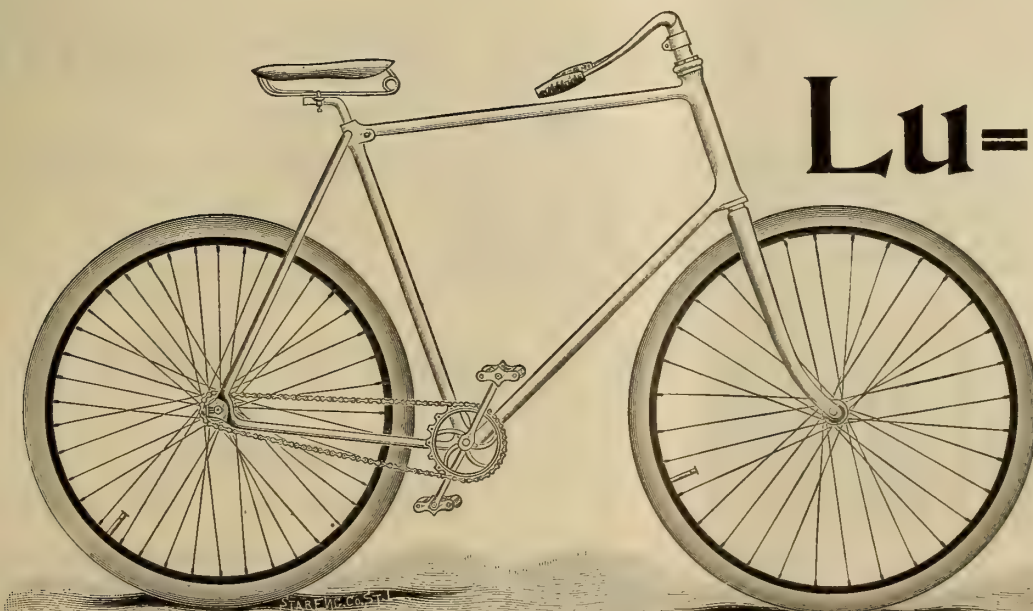
ST. LOUIS, MO.

Incorporated 1873.

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Capital \$500,000

"We Keep Our Promises."



MENTION THE BEARINGS



**The March-Davis Co. Will Enlarge.**

The March-Davis Cycle Co. has done a conservative business the past season and is satisfied. Next season will see this progressive young concern in greatly enlarged quarters. The March has an excellent record on road and path.

**The Columbia Exhibit.**

"What disposition will you make of the Columbia exhibit?" was asked of "Bob" Garden at the World's Fair Chicago Day. "I don't know," said he; "it may be sent to Europe, or to the eastern cycle show or shows, whichever it may be."

The Coventry Machinists Co. had completed all arrangements to close up shop when word was received to keep open.

**THE GREATEST PLEASURE**

Can be obtained from your bicycle only when the equipment is first class. An oil can is the most important accessory and the best oil can is the "PERFECT" POCKET OILER.

This oiler does not leak. It also regulates the supply of oil to a nicety. Experience will convince you that the "Perfect" is without an equal.



(FULL SIZE.)

Price 25 cents each. Handsomely nickeled.

Be sure you have a "PERFECT." No other is "just as good."

**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**

MENTION THE BEARINGS

**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

**GEO. W. HEARTLEY, Toledo, Ohio,**

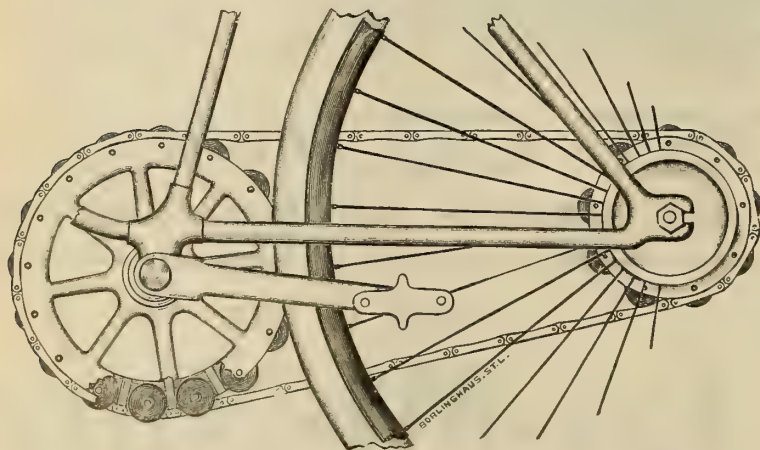
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# THE BEARINGS

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No 13

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, OCT. 27, 1893.

## JOHNSON AFTER RECORDS.

**He Lowers the Time for the One-Third Mile, Paced by a Quadruplet—He Goes to Independence, Iowa.**

MINNEAPOLIS, MINN., Oct. 21.—John S. Johnson started for records today and managed to get one with an ease that surprised even himself. It was the one-third mile from a flying start and the previous record was :38 4-5, made by Harry Tyler at Waltham, Mass., October 2. The new time made by Johnson was :37 1-5. The record breaking was done on the Minnehaha track and a more suitable day for the attempt would be hard to find. The track was in fine condition near the pole, a very slight wind blew diagonally on Johnson's right side, and an October sun warmed the air and drove away all chills.

The record breaking was interesting. The "Yellow Fellow," E. C. Stearns & Co.'s new quadruplet, was brought out and Knisely, Baker, Minor, and Rhodes were selected to man it. On the first trial Johnson went like an arrow past the starting point, the four men on the "quad" having hard work to keep ahead of him. When near the quarter the big machine began to swerve and Johnson made one of the quickest turns ever seen on a race track and went by the "quad." The four men responded to the challenge and pacemakers and rider came toward the tape neck-and-neck. Johnson

### Beat the Pacemakers Out

by two feet. The first quarter was done in :27 2-5 and 1 3-5 seconds was cut off the record.

Tom Eck was so pleased at this feat that he decided to send Johnson for the standing third. Fate, however, seemed to be against the Minneapolis boy, for on the first start he failed to catch on to the "quad." The next time his four pacemakers picked him up in superb style, but the pistol failed to go off. On the third attempt a chain

on the "Yellow Fellow" broke and all idea of breaking the record was then given up. Had the pistol gone off on the second trial there is not the slightest doubt but what Johnson would have added another record to his string.

The Minnehaha track has the longest home stretch of any track in the country, barring the kite-shaped track at Independence, Iowa. It is fully one-third mile long. The chief faults with the track are the short turns, around which the quadruplet can not go at full speed. Otherwise the track is suitable for record breaking. The woods that surround the park keep off much of the wind. Johnson did his third on the home stretch, which is up-hill all the way. On account of this grade he was not sent for the quarter-mile record. Then again, the wind was not so favorable as that which Tyler and Windle had when they made their records.

No one will be able to question this record, for extraordinary care was taken in

### Selecting the Officials.

Chief Consul A. B. Choate, of the Minnesota division, acted as referee and Colie Bell, of Minneapolis, as starter. The judges were S. F. Heath, F. M. Washburne, and L. A. Travis, of Minneapolis, and THE BEARINGS man. The timers—F. H. Colby, H. U. Seeley, E. F. Orth, and W. A. Edwards, of Minneapolis—are among the best-known horsemen in the northwest. All of their watches agreed to the dot. Johnson leaves soon for Independence, Iowa, where he will try for his mile record of 1:56 3-5. If he can keep up the gait he showed in the third mile he will be able to do the mile in 1:51 3-5. He has shown his ability to hold any pace the "quad" may set and it only remains for the crew of the big machine to set a hot enough clip and then the mile record is sure to go. At Independence Johnson will have for pacemakers Knisely, Minor, Baker, and Rhodes on

the quadruplet and Burt, Bird, and Dorner on the triplet.

During the record breaking today there were a number of poorly managed races. Dorner won the one-third and one mile handicap, B. B. Bird the mile open, and Al Harrison the two-mile handicap.

MINNEAPOLIS, MINN., Oct. 24.—Credit John S. Johnson with another record. He created a new one today by riding a standing third in :39 3-5, chopping 2 2-5 seconds off the previous best, made by Tyler in one of the heats of the third-mile open at the Chicago meet.

The day was not at all favorable for record breaking. The wind was raw and cold, and overcoats were very much in order. A strong wind blew down the back stretch and Johnson took advantage of this. The "quad" team came down toward the tape like a whirlwind and so fast did the big machine run that Eck failed to get Johnson under way quick enough and the little Swede had to sprint hard to catch on. Halfway between the start and the quarter pole he had caught his pacemakers, but they thought they had run away from the record breaker and slackened pace. Johnson did not wait but went by like a shot from a gun and with head down let out for home. The pacemakers sat up and let him go. At the quarter pole Johnson was going at top-notch speed and it was thought he would equal his flying third-mile record made on Saturday. But the absence of his pacemakers told and Johnson slowed considerably before reaching the tape. Click! went the timers' watches and a new record had been made. Comparison of watches showed that one had caught the time at :39 flat, another had it :40 flat, and the other two clocked :39 3-5. The intermediate time was taken.

### Thinks He can get all the Short Distance Records.

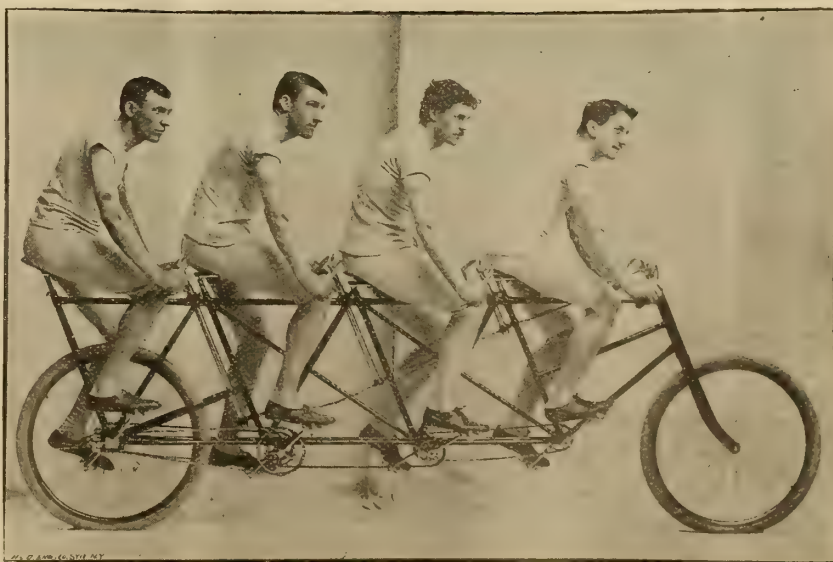
"I think I can get all the other short records now," said Johnson, as he dismounted from his wheel. The timers were again prominent horsemen.

A surveyor measured the third-mile course ridden by Johnson last Saturday and found that it was seven and nine-tenths feet over the distance.

The "Yellow Fellows"—as the aggregation of pacemakers is called—left tonight for Independence, where the onslaught on the much-desired mile record will be made. The quadruplet and triplet teams are improving daily and after a little more practice will be able to set a hot enough pace to enable Johnson to get under 1:56 3-5. The present intentions of Eck are to stay in Independence the rest of the week, and then, if the mile record hasn't been lowered, to go to Columbus and make the attempt on that celebrated track. From Columbus they will go farther east and Johnson will try for a straightaway mile record.



JOHN S. JOHNSON.



John H. Garner. C. A. Benjamin. John Wilkinson. Wm. Van Wagoner.

THE STEARNS QUADRUPLET.



## ZIMMERMAN AT HARTFORD.

**He Is Going for All Records up to the Hour—Tyler, at Springfield, Lowers the Three-Quarter Standing Record.**

HARTFORD, CONN., Oct. 23.—Zimmerman left Springfield as THE BEARINGS stated he would last week and is here with W. B. Troy and a train of pacemakers equipped with tandems, triplets, and a quadruplet. He will go for all records up to the hour on Charter Oak track, which is now being put into shape for record breaking. Among the pacemakers are Hoyland Smith, Raymond McDonald, A. T. Crooks, H. C. Wheeler, Arthur and George Banker, and E. C. Bald; W. F. Murphy and W. S. Campbell are soon expected. Great things in the way of pacemaking are expected from the quadruplet manned by four good riders, as the easy turns of the Charter Oak track will not interfere with its speed at all.

Last Friday Jimmy rode a half-mile behind Wheeler and Crooks on a tandem in :57 2-5, which is less than a second slower than Windle's record—and the "Skeeter" did not extend himself, nor was the track by any means in record-breaking condition. There is no doubt in the minds of those here who are familiar with the sport that Jimmy will get the flying and standing quarter and half-mile records, and Zim himself is confident of getting the mile record.

The whole party are stopping at the Charter Oak Hotel, near the track.

At Springfield, last Saturday, Tyler attempted to break his own record for the standing start mile. He was paced by Warren and Arnold, and Clark and McDuffee, on tandems, while Windle took him the last quarter. The pacing was good, but he was unable to keep his speed on the last quarter, which consumed 30 seconds. He reduced the three-quarter record, however, to 1:28 1-2, and finished in 2:01 1-5.

## MASSACHUSETTS POLITICS.

BOSTON, MASS., Oct. 21.—Well, well, well! There have been strange things in this campaign, both the civil and the bicycle. And there have been strange coincidences. The candidate for the governorship on the republican ticket has written a letter telling why he should be elected, and it has created a great deal of talk. Sterling Elliott, he of the electric chronograph fame and a delegate to the special National Assembly meeting, has written a letter which *Bicycling World* has published. He is not a candidate, nor does he tell just why a candidate should be elected. He only tries to tell, and don't succeed. Still, the coincidence of the two letters is worthy of notice. And such a letter! By the way, there were some quiet smiles in this town last week. Last Sunday the *Globe* printed in its regular bicycle column a personal question addressed to C. W. Froudrinier, editor of the *World*, asking him why Messrs. Dean and McCausland received a special editorial puff and commendation and why Messrs. Perkins and Howard did not, when their candidacy was announced. It is said that Froudrinier was wrath, but he did not make any complaint to the *Globe* nor to the man who runs the *Globe* bicycle column. The question had its effect, however. In the next issue of the *World* appeared an editorial mention of the candidacy of Messrs. Perkins and Howard and a rehearsal of their record. And in the very next column appeared the letter from Sterling Elliott. Tomorrow the *Globe* will say:

Ah, that letter! A fearful and wonderful thing, written by a private voter in the ranks! Why does the *World* give so much free advertising to a manufacturer? On the editorial page! More than a column dead against the gentleman who now holds the position, and winding up with an appeal to "give Mr. Dean a chance for a year." No, not an editorial, but just as good as one. It truly looks as if the members of the staff had such an abiding love for their old working mate that they "rather slopped over," to put it in a vulgar phrase.

It goes on to say that the Massachusetts delegation was the laughing stock of the rest of the country at the Buffalo convention and that Massachusetts was chiefly responsible for the spending of \$8,000 to find out nothing. Mr. Perkins did not want to tell THE BEARINGS representative anything about the letter or what he thought of it, but did consent to make two statements about the charges in the letter. He said:

"Perhaps we were the laughing stock of the country! I do not think so. That amendment abridging the power of the executive committee was made over in caucus by Mr. Dean till it was mostly his amendment. I was instructed to put it in. I did. The Massachusetts division voted solidly for it. Mr. Elliott was a member of that division. All the other divisions came to me after the meeting and said they would vote for the amendment in February but did not care to now, as it would look like a slap at the present committee—which they did not care to do. I fail to see how Massachusetts was laughed at. Massachusetts was not responsible for the spending of that money. Granted she was—which she wasn't—that doesn't mean that one man was responsible for it. Mr. Dean was present, and I suppose Mr. Elliott was. Here is the unanimous vote of the board of officers: "Voted, that it is the sentiment of the board of officers of the Massachusetts division, L. A. W., that a special meeting of the National Assembly be called as soon as possible, and that the Massachusetts division will join in such a call." But she did not send out the call nor head it.

Another member of the delegation said to me: "Well, if Massachusetts was laughed at, Mr. Elliott was to blame, as he made some cheap buffoon jokes which made some of the delegates smile."

Mr. Elliott speaks in a decidedly small and personal way in the letter which is addressed to the voters of the division. He says that it would be better for the division to have a man at its head who could shoot his eloquence so far away from him that it did not become entangled in his

feet. These things are hurting Mr. Dean and his voters more than anything else that could be done. The voters are sick of personalities and are perfectly willing to vote on the records of the two men. Mr. Dean, unfortunately for him, has not any record known to the voters at large and affecting division affairs in any degree, while Mr. Perkins has. The fight is really over, although the ballots will not be counted till the middle of November. Mr. Perkins is elected beyond any doubt. Already there have been over 1,000 ballots cast and they have not been out a week yet.

## THE MEET AT SAVANNAH, GA.

The fall meet of the Savannah Wheelmen, October 17 and 18, was a grand success, but unfortunately the attendance was not as good as it might be. Banker and Murphy captured most of the prizes. The event of the meet was the lowering of the quarter-mile record by Banker on the first day of the meet. Banker was in fine form and the writer is of the opinion that he could have done better. Even as it is, the time :29 4-5 is bettered only by Tyler's record at Springfield, Oct. 9, in :29 1-5. Banker tried for one mile and on account of a misunderstanding he went a quarter too much and his time was 2:20 1-5. This is the best record done on the cement track, Zim's being 2:32. As a pot-hunter Banker was a fine success. He carried off two wheels, three watches, a tilting pitcher, a china tea service (56 pieces), a diamond ring, a pair of patent leather shoes, and several other "baubles." The programme for October 17 (first day) was:

One-mile novice.—W. D. Dixon, first; Geo. H. Groth, second. Time, 3:17. Eddie Connor ran off the track (raised in the air about ten feet) and after turning over twice in the best circus style fell on his back, not hurt much.

One-mile handicap, fifteen starters.—Banker, first; W. F. Murphy, second; George U. Adams, third. Time, 2:24 1-5.

Half-mile for boys under sixteen years.—W. E. Gerow, first; George L. Turner, second. Time, 1:18 1-5.

One-mile open.—Banker, first; Murphy, second; R. V. Connerat, third. Time, 2:35 3-5.

Half-mile handicap, twenty starters.—W. E. Gerow, of Jacksonville, first; Murphy, second; M. E. Wilson, third. Time, 1:08 2-5.

Half-mile, boys under fourteen years.—W. A. Jackson, of Jacksonville (the boy wonder) first, in 1:48.

Half-mile open.—Banker, first; Murphy, second; W. D. Dixon, third. Time, 1:11.

Two-mile handicap, fifteen starters.—Banker, first; Murphy, second; George L. Adams, third. Time, 5:06.

### Second Day.

The attendance on this day about equaled that of the first and consisted of the same number of races, eight.

One-mile open.—Banker, first; Murphy, second; Connerat, third. Time, 2:32 3-5.

Half-mile handicap, seventeen starters.—Banker, first; Murphy, second; Gerow, third. Time, 1:07 4-5.

One-mile 2:40 class.—Steve Welsh, first; Ed. Wilson, second; George Adams, third. Time, 2:09 1-5.

Quarter-mile handicap.—Gerow, first; Banker, second; I. N. Kinsey, third.

One-mile city championship.—Connerat, first; Williams, second; Dixon, third. Time, 2:40.

Half-mile open.—Banker, first; Murphy, second; Adams, third. Time, 1:15.

The race for boys under 14 was won by Jackson.

Mile handicap, twenty-one starters.—Banker, first; Murphy, second; Adams, third. Time, 2:23 1-5.

Banker then ran a mile against time with pacemakers, but the pacing became poor and his performance was not worth recording. Banker gave it as his opinion that Savannah has the best quarter-mile track in the country and states that he can ride with more steadiness and safety than on any track he has been on in the north or west. He will train on it if he goes in any races next year. He left for Springfield, where he will pace Zimmerman.

## MARYLAND NOMINATIONS.

BALTIMORE, MD., Oct. 23.—The Maryland division held a love feast to perfection. There was the most perfect unanimity in the nomination of the old officers to run for another term. In the early part of the campaign—if there can be said to have been a campaign—an ambitious cyclist from the eastern section thought he would like to apply the iron hand to Mr. Mott and tear him from his position as chief consul. This man had always been known as autocratic and egotistical. The use of the iron hand would be expected from him in more things than one and Mr. Mott is very popular. So it was that everybody in the league and out rallied about Mr. Mott, and the man from the east, seeing that his plan had been frustrated, had the rare good sense to do the clam act. Though the division is sailing in smooth waters its membership has ceased to progress for the first time in its history. To remedy that the officers had a special meeting Saturday night at the Baltimore Club, where as an inducement to the securing of members a full membership ticket in the track association was guaranteed to the one securing ten members, while paid up dues from April 30, 1894, to April 30, 1895, will be given for the getting of five members.

The first run of the Century Cycling Club, of Maryland, to Washington by way of Cooksville, next Sunday, will excite a wide interest here. A great deal is conceded to depend on the number out. It is thought that a good showing will encourage more riders to join the association, which seeks much the field of the Century Road Club. The route of the Century is an easy one and popular.

The distinctly American term, "speed merchant," is being adopted by the English wheel press.



## LINNEMAN MAKES A NEW RECORD.

**Cuts the 100-Mile Road Record by over 9 Minutes—Bicycle Tax in Buffalo.**

BUFFALO, N. Y., Oct. 23.—J. W. Linneman, Press Cycling Club, lowered the Erie to Buffalo century record yesterday, riding the 100 miles in 5 hours 39 minutes 15 seconds. This is 9 minutes and 20 seconds better than the American 100-mile road record and should the course prove full distance will give America a new 100-mile record. The previous record was Linneman's, made in the Newark road race, the previous record of the course being 6 hours flat, made by A. B. Goehler. F. G. Stearns started the record breaker from Erie at 10 o'clock sharp. "Pop" Foell set the pace to Westfield, reached 17 minutes ahead of Goehler's time. To Silver Creek Linneman rode alone. The roads were poor and as he was unpaced he was 10 minutes behind record at that point. From there E. C. Johnson carried him beyond Angola, where E. F. Johnson took him and carried him to Eighteen Mile Creek. To Blasdell he rode alone. From that point to Buffalo, C. H. Callahan carried him at a merry clip to Humboldt Park, thence to Schardt's, and by way of Main street to the club rooms, where he arrived at 3:39:15. Linneman was not ridden out and is confident that he can do better by several minutes than his 5:39:15.

A. W. Dornitge is not displeased at being thrown out of the National Cyclists Association, as it precludes cycle racing altogether in the future. Dornitge will shortly take unto himself a wife, when he intends to interest himself in politics and run for alderman. This he thinks more profitable than the cycle business.

On Tuesday of last week the store of Burnside & Dornitge at 6 East Huron street, was closed by the sheriff, to satisfy an execution for \$1,146.01, obtained against the firm by the Third National Bank.

Today (Monday) City Auditor Pheatt and his office force began their arduous task of collecting the wheel tax. Blanks have been sent out and preparations made so that the issue of licenses under the ordinance will be facilitated to both applicants and officials. The applicant for a license will first go to the mayor, who will issue a permit addressed to the auditor, keeping a slip on which will be entered the fact of the issue of the permit. There will thus always be a check between the two officers. When the applicant presents his permit to the auditor and pays his money the proper entry will be made and the license given him. The books to be kept have not yet been quite arranged, but the prevailing idea is that the different classes of license will be arranged separately, and consecutive numbers issued for each, both on the licenses and the tags given out for use on vehicles. It is thought that one clerk in the city auditor's office will be kept pretty busy keeping account of the licenses under the wheel-tax ordinance, and Mr. John Wales has been assigned to this duty. The tax on bicycles of only 50 cents per year will hardly pay for its collection, unless the owners of bicycles come in promptly. It is probable that an amendment will be soon made to the ordinance raising this tax to at least \$1 per annum, as originally proposed.

## RACING AT ST. LOUIS.

ST. LOUIS, MO., Oct. 23.—The Charity race meet, which was held yesterday for the benefit of the St. Louis *Republic's* school lunch fund, was as successful as could be desired, except in point of attendance, which was only fair. The weather was excellent, the fields in all the races were large, and every event was hotly contested from start to finish. The track, which was the quarter-mile one at the new Sportsman's Park, would stand considerable banking at the turns, but as the riders were warned to be very careful, no accidents occurred during the races. An accident which was greatly deplored was the fall of W. C. Wicke, of the P. A. C., while warming up before the races; his front fork broke and he was thrown over the handle-bar. While he was not injured to any serious extent he was bruised considerably and not able to race. Githens, Steele, and Levy, of the Chicago C. O. P., were present, and while they did not scoop everything, they by no means returned empty handed.

### Summaries.

One-mile novice.—Louis Coburn, Wanderers' Bi. Club, first; E. S. Wills, P. A. C. second. Time, 2:56 1-5.

Quarter-mile dash.—Jas. Levy, Chicago, first; R. M. B. Tidd, P. A. C., second; Gus Steele, Chicago, third. Time, :37 3-5.

One-mile handicap.—Horace Rumsey, P. A. C., 325 yards, first; Walter Brown, Wanderers' Bi. C., 325 yards, second; Sam Botfield, P. A. C., 200 yards, third; H. A. Githens, Chicago, scratch, fourth. Time, 2:23 2-5. Githens' time from scratch was 2:33 1-5.

One-mile 3:20 class.—Dave Coburn, St. L. C. C., first; Louis Coburn, Wanderers, second; Jack Coburn, Wanderers, third; Will Coburn, Wanderers, fourth. In this race the Coburn family were very much in it and as shown shut out the balance of the field. The time was 2:54.

One-mile open.—H. A. Githens, Chicago, first; L. D. Cabanne, P. A. C., second; Gus Steele, Chicago, third. Time, 2:44. This was just one second inside the time limit imposed by the referee.

Half-mile boys' race.—Frank Orr, first; Eugene Renshaw, second. Time, 1:36.

Half-mile handicap.—Horace Rumsey, P. A. C., 160 yards, first; John R. Trendley, E. St. Louis, 160 yards, second; Will Coburn, Wanderers, 85 yards, third. Time, 1:09 1-5.

One-mile championship of St. Louis.—E. A. Grath, P. A. C., first; R. M. B. Tidd, P. A. C., second; L. D. Cabanne, P. A. C., third. Time, 2:44 3-5.

After the events were finished Guy H. Wright offered a gold watch to any rider who would ride in better than 2:30 on the track, pacemakers allowed, and Githens had a shy at it; he was so poorly paced, however,

that 2:35 was the best he could do, and he did not make a second attempt. Gus Steele on his first attempt punctured his tire and on his second attempt covered the mile in 2:41 and so Mr. Wright kept his watch, as none of the St. Louis boys were inclined to make an attempt.

After all expenses have been paid the promoters of the meet, Messrs. Wallie Wright, E. Sanders, and Will R. Laing, will be able to turn over in the neighborhood of \$125, or, as the managers of the fund figure it, will give a meal a piece to 500 hungry children.

## RACING AT WASHINGTON.

WASHINGTON, D. C., Oct. 21.—The first annual meet of the Victor Cycle Club was held Friday afternoon at the Y. M. C. A. track. About 1,200 people were present, and over 150 were entered in the events, which were generally spirited. The entry blanks and programme failed to announce that the one-mile District of Columbia championship was an L. A. W. event, and about half who entered were therefore barred out by Referee Atwater. A protest was entered, and the matter is now before the Racing Board. Dan Canary gave an exhibition of fancy and trick riding.

### Summaries.

One-mile novice.—A. S. Wall, first; W. H. H. Dakin, second; L. Fahnestock, third. Time, 3:14 2-5.

Quarter-mile open.—E. E. Clapp, first; W. T. Robertson, second; J. T. Hunter, third. Time, :30.

One-mile District of Columbia championship.—W. T. Robertson, first; E. E. Clapp, second. Time, 3:35.

Half-mile handicap.—E. A. Pitkin, 60 yards, first; H. H. Lee, 75 yards, second. H. A. Rhine, 30 yards, third; W. T. Robertson, 15 yards, fourth; J. T. Hunter, 15 yards, fifth. Time, 1:11 1-5.

One-mile 3:00 class.—B. B. Hunt, first; R. H. Carr, second; W. J. Espey, third; E. A. Pitkin, fourth; R. H. Reitzel, fifth. Time, 2:46.

Half-mile open.—W. T. Robinson, first; J. T. Hunter, second; E. E. Clapp, third, and C. E. Gause, fourth. Time, 1:22 2-5.

Half-mile Victor Cycle Club championship.—Fred Schade, first; L. Fahnestock, second; H. H. Lee, third. Time, 1:19.

Quarter-mile handicap.—C. H. Demonet, 50 yards, first; W. H. Dakin, 50 yards, second; G. G. Armor, 50 yards, third; H. H. Lee, 50 yards, fourth; B. B. Hunt, 30 yards, fifth. Time, :33 2-5.

One-mile handicap.—C. E. Gause, 50 yards, first; E. A. Pitkin, 90 yards, second; R. H. Carr, 25 yards, third; F. W. Hutchings, scratch, fourth; B. B. Hunt, 75 yards, fifth. Time, 2:29 3-5.

One-mile consolation.—E. C. Yeatman, first; H. Z. Greer, second; L. O. Slack, third. Time, 2:51 2-5.

## PHILADELPHIA NEWS.

PHILADELPHIA, Oct. 20.—We have three cycling papers in Philadelphia and they manage to keep things warm. The *Athlete*, the oldest paper, at one time ranked high in cycling circles, but for a few years it rapidly declined through want of an efficient head. Last spring, however, they secured Perkinpine, who wielded the pen for the *Cycle Guide*, and as a result the *Athlete* is once more regaining its former place.

*Cycling*, our second paper, was started some two years ago with the idea of filling a long-felt want. While it was run entirely by wheelmen, yet in its earlier infancy it seemed to lack an editorial head. Finally they secured Dimon and the paper improved.

Our third journal is the *Cycle Guide*, which started in a small way in Camden, N. J. By hard work and push it was enlarged, and secured a good hold in cycle circles, so they finally moved to Philadelphia. At first Perkinpine wielded the editorial pen, but after his retirement it fell to P. H. Kain. Kain has many crows to pick, and as a result the tone of *Cycle Guide* for the past three weeks has been rather warm. He is an advocate of the N. C. A., and as a result has boomed it to the best of his ability. Bunnell, of course, has had many cracks during the past season, and so Kain has taken up his cudgel of defense and goes at those opposed to the N. C. A. with a vim.

In the 1891 cycle show Kain was secretary, but last year his services were not required. As a result that year, through the columns of the *Wheel*, he attempted to belittle the show. However, he only succeeded in getting himself disliked. This year, however, he howls for the show, claiming Philadelphia the only city on earth, and that it was due to his efforts greatly that the 1891 show was a success. This, of course, only causes a smile among those who know him. He has it in especially for Dimon and keeps butting at him right along. Kain is a good fellow all through, but makes the too common error of allowing his prejudices too full sway.

### Syracuse Century Run.

By the time this week's paper has reached its eastern readers, the great Syracuse-to-Utica century run will have been completed. As it is fully expected an even century of riders will take part, and as this is only the second event of the kind in that section of the country, a great amount of interest was aroused. The run was arranged by C. Edgar Wood, the New York state centurion, and was participated in by riders of Syracuse, Utica (the terminal cities), and neighboring towns. Two divisions, one of scorchers, added interest, as a number had planned to go for the course record of 9:05, for the breaking of which a gold medal was offered.

At the Los Angeles (Cal.) fair and races, a five-mile bicycle handicap was sandwiched between the horse races, meeting with flattering favor. L. W. Fox won, N. Thompson second, and J. W. Cowan, third.



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CYCLING AUTHORITY AMERICA

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GEO. K. BARRETT, EDITOR.

**"THE BEARINGS" IN NEW YORK.**

After November 1 "The Bearings" will be represented in New York and the east by Willis B. Troy. Mr. Troy is too well known to need any extended introduction. He is a veteran newspaper man and has a most thorough knowledge of all that appertains to cycling and the cycle trade. We bespeak for him a kindly reception by our eastern friends. "The Bearings" New York office will be located at Room 5, 21 Park Row, where Mr. Troy will be glad to welcome the friends of cycling on November 1 and thereafter.

**THE TIME TO RIDE.**

The present is the most glorious season of all the year for the true cyclist. All too many riders, after slopping through the mud and slush of spring and sweltering in the torrid rays of the summer sun, let their wheels lie idle during these crisp, bracing autumn days, when the roads are at their best and Nature is clad in her brightest and most attractive garb. Are you one of those who has grown weary of his wheel? If so, accept our advice, and on the first day that you can find the time take out your wheel and go for a ride in the country. The ever changing panorama of nature will well repay you for the trouble and the clear head, and lungs refreshed by the pure country ozone, that you will bring back will double the reward. If the first trip is not often repeated you are no true wheelman.

*"There is a beautiful spirit breathing now  
Its mellow richness on the clustered trees,  
And from a beaker full of richest dyes,  
Pouring new glory on the autumn woods,  
And dripping in warm lights the pillared clouds."*

**WE MUST HAVE COLORS.**

The agitation begun by THE BEARINGS some months ago to have all racing men wear distinctive colors has borne fruit. Already a majority of the prominent path riders have adopted and are wearing colors and others are falling into line. The scheme has the support of the cycling press; and the daily papers, seeing the great advantages of the system, have not been slow to add their influence. The following is from a prominent western newspaper:

It has been proposed for consideration that the racing men all wear some distinctive color instead of wearing numbers, which are often impossible to decipher. Racing men have always shown a lamentable lack of good taste in dressing for the track. There is a great necessity for the racers to have some distinctive color to aid in identifying them. There need be no conflict. Each man could make his selection and register his choice, and in case of a controversy the first man would of course have the preference. The innovation would add life and beauty to an oft-times dull picture, and the matter should by all means be considered by the Racing Board in constructing the rules for 1894.

The system has received a practical trial and has proven a great boon

to the race-going public, who are always anxious to know the riders as they speed around the track, but who are unable, when every rider is clad in somber black, to tell Zimmerman from Would-be. The Racing Board can make no mistake in adopting a rule providing that every racing man must register his colors with the board, and that there be a blank for him to fill out in all entry forms giving his colors, and compelling race promoters to give the riders' colors on their score cards.

**AND NOW FOR POLITICS.**

We have long maintained that the proper way for wheelmen to further the cause of good roads, to obtain favorable laws, and to get any and all favors that they may want of legislators was to go into politics—not as members of any one party but as independent but united voters, who, working out the law of reciprocity, should support those candidates who were favorable to them. The scheme has been tried and has worked to perfection. In St. Louis the wheelmen have shown themselves to be a most powerful factor in city politics and the ticket which they supported was elected in grand style. Looking further back we see the riders of Philadelphia fighting for good streets and see the fight won handily. Now it is in order for Chicago cyclists to take a hand in politics.

We notice among the candidates for Superior Court judge the name of Henry V. Freeman. It is as necessary for the interests of wheelmen that the proper men be selected to execute the laws as it is to elect the makers. Mr. Freeman was nominated by the Chicago bar at its regularly called primary by a heavy vote. At the Republican convention he was indorsed by acclamation for judge of the Superior Court. Mr. Freeman has practiced law in Chicago for more than twenty years, and is a lawyer of high ability, but what is of greater importance to wheelmen is the fact that Mr. Freeman is an enthusiastic cyclist. Almost every morning he may be seen riding his bicycle on the avenues and boulevards. By electing Mr. Freeman to the bench, every wheelman can rest assured that they have one judge in Cook County who will see to it that their rights are preserved. How often has it happened that wheelmen have been run over by careless and malicious drivers and have been unable to secure any redress in our courts.

All cyclists, regardless of party, should go to the polls on November 7 and vote for Henry V. Freeman.

**STRAY SHOTS.**

**Would-be-up-to-date.**

One of the would-be-up-to-date cycling sheets had Zimmerman sailing for Savannah last week when in reality he was at Springfield preparing to go for records. THE BEARINGS was the only paper that gave his plans in full. Moral: Read a really up-to-date paper.

**Percy Harris a Winner.**

Percy M. Harris, formerly of a dozen cities in the United States, noted as a rolling stone, has at last, contrary to the popular saying, gathered moss on the New York Stock Exchange and is now rolling around in carriages. He recently made a deal which added \$25,000 and more to his bank account.

**Words of Wisdom from an Unexpected Source.**

The bicycle on which Zimmerman, the great racer, has made his records, weighs twenty pounds. It is estimated that after a bicycle is brought under a weight of twenty-five pounds every pound that is knocked off the weight means the reduction of one second in a mile race.—Aurora (Ill.) Express.

**Doggie Knows His Business.**

Fairchild, of the Quadrant Company, has a very knowing and at the same time a very vicious dog. He shows the latter quality when any one attired in regulation dress attempts to encroach on his territory, or in other words to enter Fairchild's yard; but he shows the former by his hospitable treatment of any visitor who comes clad in knickerbockers. He has learned that the wheelmen are all right.

**They Say Zimmy Will Marry.**

"Zimmerman is going to marry a young lady in Savannah," was the astounding information given out by one who was in that city last spring at the same time as the champion.

"Zimmerman and the young lady were inseparable," he continued, "and we used to find them together on the seats in the park at all hours. That's why Zimmy is so determined to go south this season. He must have been a terribly disappointed man when Brother-in-Law Joe sent him to Springfield for records, for it spoiled his anticipated visit." Wheeler is also reported to have a "future half" in the pretty little southern city, else why should he be so anxious to go south as a "spectator."

**KENNEDY NEAR DEATH'S DOOR.**

A. D. Kennedy, Jr., of the Illinois Cycling Club, lies at his home on the West Side, very near death's door with typhoid fever. He has been sick about a week and is hardly expected to live. Kennedy has scored a signal success on the track this season. He has been a particularly good man in handicap races.



## DENVER WANTS THE '94 MEET.

G. A. Wahlgreen, business manager of *Cycling West*, is spending a week in Chicago. He is on his way east, calling on the trade en route, and ere again settling down to business will visit the Pacific coast, where the proprietors of *Cycling West* are making a lively bid for business now, with Messrs. Hopkins and Gates as special correspondents.

Regarding the '94 meet of the L. A. W. Mr. Wahlgreen said, "Denver is certainly in the field. During the panic we gave up all idea of the meet, being afraid we could not entertain in a style befitting Denver's reputation. But things are looming up, and business interests have received a new impetus. We shall now do all in our power to obtain the great meet. We are confident we can entertain the thousands in a style they never will forget. We have five clubhouses, parks, and a city in which are more wheel riders in proportion to the population than in any other city of the world. We have more fine riding country than can be enjoyed in a week. The riders can take the railroad train for a thirty-mile ride and then coast all but two miles of the distance home. They can climb Pike's Peak and view a lot of interesting sights not to be seen in an eastern meet. I am sure the western country will favor Denver, and San Francisco, which city had some aspirations for the meet, will work with us. When we first announced our intentions, the east said 'yes.' Now that we are out for it with renewed vigor, I am confident our eastern friends will again fly Denver's colors at their mast-head."

## PEORIA WHEEL NOTES.

PEORIA, ILL., Oct. 23.—About twenty of the members of the Peoria Bicycle Club rode to Jubilee yesterday and inspected the old church and other old buildings in that neighborhood. After the tour of inspection dinner was eaten at Princeville.

A number of the Bloomington Bicycle Club rode to Peoria last Sunday and were entertained at the clubhouse and shown around town by the Peoria wheelmen. They were shown the parks and boulevards of the city and treated to a view of a balloon ascension and parachute drop, and went home convinced that Peoria is the place for the state fair.

W. J. Robinson is a sadder but wiser man. W. J. has been in the habit of letting his Century Columbia, No. 2,512, stand outside the T., P. & W. freight office during working hours. It doesn't stand there any more. Some cycle thief walked away with it. If any one sees a Century of that number, with Morgan & Wright tire on the front wheel, Robinson would like to hear of it.

The thrice postponed century run to Bureau will take place Sunday next.

C. R. Beeler, a member of the bicycle club who recently had the misfortune to lose one of his legs through an accident, is out again. While working around some shafting in a distillery, Beeler's trousers in some way got fastened in the shafting and his leg was drawn in and crushed above the knee.

Thursday, November 9, is the date set for a grand ball by the Peoria Bicycle Club. It will be the social event of the year in this city.

Who says that cycle riding is not conducive to longevity? The Peoria Bicycle Club has now been in existence over twelve years, and during that period has had but two members die. What other organization with as large a membership can equal this record?

## BRADT WANTS TO RACE.

EDITOR THE BEARINGS: Having watched the columns of your paper very carefully for the past two months, I have been unable to see any statement from Mr. H. H. Wylie regarding my answer to his challenge, which was inserted in your columns several weeks since. I stated that I would be in readiness to meet Mr. Wylie any time from September 15 to October 15 just passed, and I meant business, as I thought he did. I think he has shown the "white feather" by the way in which he evidently let my proposition go by unnoticed.

"He who wears the spurs should win them," and as he has not won them he certainly is not entitled to the honor (if such it may be called) of having the New York-Chicago record placed to his credit. I have claimed the record since the spring of 1891, and as it still stands (10 days 3 hours), I mean to have credit for it.

Thinking and hoping that Mr. Wylie would accept my proposition and arrange for a race between the dates previously mentioned, I left in the early part of September for my home in Johnstown, N. Y., and went in training for long-distance riding, and after five weeks of hard work I was much surprised that Mr. Wylie had not replied in any way or form to my challenge.

Will gladly race with Mr. Wylie yet this season if he will "come to time" and deposit \$500 as a purse for winner. I will remain in Chicago during the coming winter and will be pleased to make a match with any long-distance rider for 100 to 5,000 miles.

CHICAGO, ILL., Oct. 21.

65 Twenty-fourth Street.

Fraternally,

NELSON A. BRADT.

## ZIMMY COULD NOT PASS HIM.

In a store on cycle row half-a-dozen traveling men were gathered together the other afternoon discussing the prospects for next year, and the probable chances of the different racing men for the honor of being the "champion of the world," with Arthur Augustus a strong favorite.

"Did you ever hear of the little spurt Zim and I had with the boys in Brunswick, Ga., this spring, in which I came out ahead?" asked "little" Jay Ross. "You don't believe it, eh? Well, I will tell you just how it happened. An invitation had been extended to Zimmy and myself to attend a run held by the club, which we accepted. There is a piece of shell road seven miles in length and as smooth as a billiard table, that forms a semicircle around the northern part of the town. In the party were Brunswick's fastest men, and after riding a mile or two they started to move a little, in order to see what the 'skeeter' could do in the way of speed. He evidently was not to be coaxed, for he just rolled along easily, apparently taking in the scenery. I was feeling pretty well myself, and very soon became anxious for a little scorch, but Zimmy appeared perfectly satisfied to let things go on as they were.

"On our leaving town everybody had turned out to see the start, and, as it afterward transpired, waited for our return. We had covered about four miles of the trip, and the pace was pretty stiff, when Zim 'let out,' just in about the same way that he does in a finish. I was watching him closely, and quickened my pace accordingly. On we went, and in a few seconds we were way ahead of the others, who were making a desperate effort to overtake us; but it was of no use, the champion made the pace, and I made up my mind that I would fall off my wheel before I gave in. We came into town at a terrific clip, and as we rushed up the main street the sidewalks were lined with people who were shouting for all they were worth. I was about a foot and a half ahead of Zim, and I will never, as long as I live, forget that ride. Fast? Well, say you have all seen Zim ride. Here he was in a strange town, the inhabitants were all out, and do you think he was going to let a little fellow like me get ahead of him, if he could help it? Well, not much! On we flew, right up to the hotel, and try as he would the champion could not get past me, because we rode a tandem, and I was on the front seat. See?"

Here Ross slipped out of the door, just in time to escape a shower of forgings that were thrown after him, and it is said that he has a stock of cigars to last him all winter, given with the proviso that he would not tell any one.

## THE BETTER PART.

*The racing crack  
Has left the track  
With half regretful pleasure;  
His season's done,  
His last race run,  
And now for rest and leisure.*

*The dieting  
And ev'rything  
That enters into training,  
He knows no more,  
And girds him for  
A winter's gay campaigning.*

*His mighty stack  
Of bric-a-brac,  
Pianos, cycles, medals,  
On every side,  
He views with pride,  
Fruit of his whirring pedals.*

*I've won no stack  
Of bric-a-brac,  
No records have I broken;  
A slower man  
There's scarce from San  
Francisco to Hoboken.*

*But when the first  
Spring buds had burst,  
And earth with youth was glowing,  
I lov'd a-wheel,  
Abroad to steal,  
Where violets were growing.*

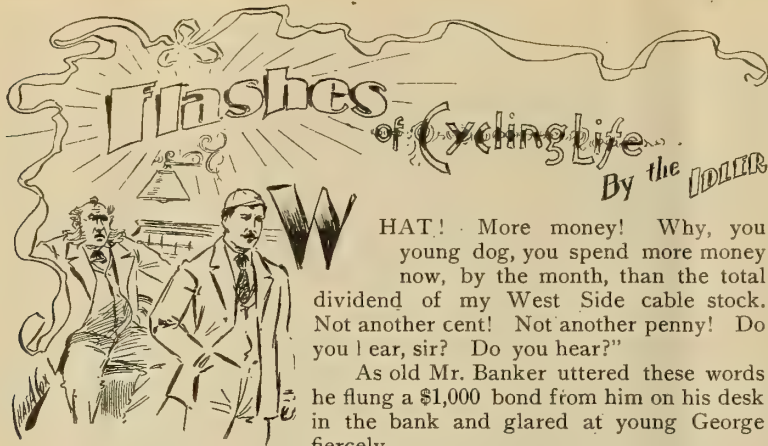
*When summer's heat  
On city street  
And countryside was squandered,  
By tree-girt vale  
And shelter'd dale  
With rare content I wander'd.*

*When cooling breeze  
From bending trees  
Sent golden leaves a-flying,  
By browning field  
I lazy wheeled  
And saw the year a-dying.*

*Sweet memories  
Of rides like these  
To him who truly wise is,  
Are worth far more  
Than twenty score  
Of records or of prizes.*

—TOMMY DOD.





**W**HAT! More money! Why, you young dog, you spend more money now, by the month, than the total dividend of my West Side cable stock. Not another cent! Not another penny! Do you hear, sir? Do you hear?"

As old Mr. Banker uttered these words he flung a \$1,000 bond from him on his desk in the bank and glared at young George fiercely.

The young man, who (and why should we conceal the truth?) had been rather prodigal of his parental allowance, drew himself up to his full height, folded his arms, and returned the cold, glassy stare of his father with interest.

"Old man," he said, as he pressed his throat with his palm, seeking to push down the wad that was rising therein, even against his will; "old man, I do not chide you, I do not charge you with being the author of my being and responsible, indirectly, for my having joined the Century Club—let that pass. What I would ask is, Have I not always been a faithful son to you? Have I not upheld the family reputation for being able to drink a distillery dry and report for work bright and fresh the next morning?"

Old Banker's brow softened.

"You've got one or two good points about you, you dog," returned the old man, apparently mollified. But presently his wrath rose again and he roared, "Where's that \$500 I gave you last week? Where is it? What have you done with it? Out with it, now! Come!"

Young George tightened his new flowing four-in-hand necktie and looked out of the window a long dreamy look. Then he again addressed his father.

"Father," he said, "you are cruel. I do not spend much. Indeed, when I compare my record with the rest of the boys down at the Chicago Athletic Club I find I am really poor. I do not ask much; only \$1,000 a week."

The old man looked about him for a paperweight, and finding none turned on his progeny in anger.

"Begone!" he cried. "Never darken my doors again!"

George turned, but as he turned he said:

"Father, farewell. I have not done much to sustain your great reputation as a financier. True, I have won 150 first prizes on the bicycle circuit this year, but—"

"What!" interrupted the old man, "150 first prizes on a circuit! My son, I did thee wrong. I am but a poor man, a miserable banker, myself, and if you could lend me \$50,000 until the first of the month—"

But let us drop the curtain on the affecting scene and leave father and son locked in each other's arms.

#### Only a Tandem.

It was only a tandem. A second-hand tandem displayed for sale outside the door of a cycle shop on cycle row, junior, on the West Side. Its rough frame was repainted and adorned, as the art of the second-hand man goes. The blistered iron showed many a journey through the hot summer on scorching roads under the burning sun. Its rubber handles were well worn, telling of long contact with the human hand; its pedals were rough and ragged; its saddles imprinted with the weight of many a ride.

What was its story?

As we stand before it we can picture to ourselves the uses through which it has passed.

New, turned out freshly from the maker's hands, it must have commanded a good price, for its rims were made for the pneumatic tires that have probably been thrice renewed.

When it first left the rough hand of the mechanic it was ready for the road, equipped with all the devices that go to make up a comfortable tandem; if, indeed, such a contrivance ever existed.

It awaited the pushing foot and the guiding hand.

Who first saw it in stock and thought of the young woman to whom for months and months he wanted to propose—and had not the courage? Who?

Whoever he was, he had the courage of his convictions at least, for he bought it and taught his sweetheart to ride.

As we stand and gaze at its loose spokes and its rusty chains we can imagine the young man picturing to himself the splendid opportunities that would arise when away with the woman of his heart in the country.

Spring approaches. It is here. A deposit is made on the tandem; the balance is given in notes, and the young man rides for the first time over the smooth boulevard, with the girl of his affections before him.

As her tiny feet, propelled by the fair outlines of her limbs, push the pedals along; as her fair head nods to the work; as ever and anon she looks around with laughing lips and the glow of health in her bright eyes and her rosy cheeks and her swelling bosom, that young man knows that he is on the right track and that that tandem is the best and the cheapest investment he ever made in his life.

At last the city is past, and the open country comes into view. A high hill is reached and the girl is tired.

"Oh, Harry," she exclaims, "I can't go any farther. Won't you, please won't you, do the work up the hill?"

In a trice Harry is off the wheel. Taking her hand in his he looks into her bright, deep violet eyes.

"Do the work up the hill, my darling," he exclaims. "Indeed I will. Yes, not only up this hill but that other steep, hard hill that we all have to climb—the hill of life. Will you, dearest Maudie, will you be my wife?"

And now that they are comfortably married the old tandem is laid aside and two new glistening wheels have taken its place.

What else does the tandem and its loose spokes and its tattered pedals tell?

Dear reader, do not ask me. Go and see and do your own day dreaming.

#### Similia Similibus.

I know a club man who spent most of his time with the boys and who could always, in season, be found on the road; and out of season at club smokers, stags, and other functions of cycling life. Ergo, he saw little of his wife and his wife saw little of him.

The poor woman tried Browning clubs, women's clubs, Shakespere clubs, and what not. But it didn't please her. She wanted her husband. But cycling life claimed him.



And so she bought a bicycle, made friends with ladies in the street that rode, and soon became a constant visitor to the parks. When hubby came home at night the servant told him madam was out riding. Now and then a handsome young buck in knickerbockers brought her home and the club began to lose its attractions for Mr. Wheeler.

Then said his wife one evening, "Percy, dear, I wish you would bring me home a lamp. I have a date to go riding tomorrow night with some friends."

"And what am I to do?" he asked.

"Oh, you will be at the club, won't you?"

"No, by heaven!" roared Percy, "I won't. I'll be right here."

And there Percy was that night, and the next night, and the night after that, and every night, I believe, up to date. And there's one case where the homeopathic principle of practice proved a glorious success.

#### He Quoted Scripture.

Here is a story that again illustrates the oft advanced argument that cycling cultivates the wit.

It was down at the Methodist headquarters in Washington street one afternoon last week. At least half a dozen prominent clergymen of that denomination were gathered in the bookstore discussing some question that was evidently of interest, for all were quite warm.

A chance dropper-in listened, and this was what he made out to be the gist of the argument. A young student, just entered for the ministry, was being chided for his irreverence in riding to and from worship on a bicycle.

"I wouldn't mind it so much," said one gray-bearded preacher, "if you used one of these little bicycles I see on the street every day. But you, my young friend, give the greater scandal by appearing in public on one of those instruments of the devil that tower up above men and horses and show your form to the whole sweep of the street."

"Doctor Jones," replied the young man, "you err. The ordinary is a goodly servant. I have ridden my old wheel for many years and lo! I love it as doth a man his dog or his horse."



"Ay," answered another preacher, "but you break the Sabbath with it just the same. Young man, you need to be converted."

All joined the last speaker and our young cyclist was severely condemned indeed.

"Now," said the young man, "suppose I show you that I do but follow the scriptures, what then?"

The assembly laughed aloud.

"Show us the scripture," they replied, "and we will be content."

The young man picked up a bible that was on the showcase and turning to the book of Isaiah, he read:

"For he that loveth my Sabbath day and keepeth it holy, even he shall ride in high places," and he continued to read from the holy book.

But when he looked up he was alone. The preachers had fled.

#### Knew the Game.

Two gazabees from Jay County were standing before a window in cycle row the other day.

"Say, Ezekiel," said one, pointing to the bicycles, "them is the funniest gigs I ever see. Whar do they hitch the horse to?"

"Why, ye darn fool," said Ezekiel, "them ain't gigs."

"No? What air they?"

"Don't ye know what them things air?"

"No."

"Well, I'll tell ye. They air them new wheels of fortune contraptions that young city chaps win all their diamonds and julery with. Won't you never learn nothin'?"

#### Never Rode a Wheel.

A certain daily paper, printed in the flourishing little town of Boston, says that if the man who humps himself on a bicycle could only see himself as others see him, he would sit up straight even if he had to shove a steel ramrod down his back and along his spine.

This, it would certainly seem to the casual thinker, is more a figure of speech than aught else. It is an indulgence in hyperbole that by all the laws of elegance should not be tolerated. As a matter of fact we know hundreds of young gentlemen who hump themselves right along, and who appear rather to like it than not. It is only reasonable to suppose that a man on a somewhat stiff scorch, now and then glances at the outlines of his companion and sees with perfect vision just how he looks. He knows, also, perfectly well that his own appearance is not largely different from that of his friend.

Now, as another matter of cold fact, we know that the number of cyclists who ride with "steel ramrods" shoved down their spines can be counted on the fingers of one hand—if indeed there is even one such freak in existence.

It is painful to thus cruelly analyze our Boston contemporary, but truth demands it. The Boston paper has not made a case. In fact, it has fallen far short of doing anything like making a case. And that is the reason why all charitably minded men should sympathize with it.

In a word, it is pretty safe to say that the man who wrote that funny paragraph never had the pleasure of bestriding a wheel himself.

Let us hope he soon will.

#### ANSWERS TO CORRESPONDENTS.

*U. P. T. O. Date:* Where did you get those initials? Well we should say so, glad to hear it, boy or girl? Well, about those records. They're gone, every one on 'em. Fastest mile in 1:56 4-5 by Windle. No, you are mistaken. Windle rides a "Union."

*Fond Hope,* Oil Stop City, Pa.: Well, if you live in Oil Stop City we presume your fond hopes are busted. We can't say positively, but from the meager data you furnish us, would be inclined to think "something went wrong" as you say, when the ice wagon passed over it. We can't think of a

good repair man in Oil Stop City, but should judge that the exercise of a little mechanical ingenuity will produce the results you seek. Why not try jumping on it? That often produces the most astonishing results.

*Hardened "Crank,"* Asylum, N. J.: We have received your letter containing plans of the only really reliable speed gear yet invented. We feel confident of its success. Why not try it on a dog?

*New Rider:* You want us to recommend a thoroughly reliable illuminant. We have never been able to find one just to our liking, but hearing good reports of the following mixture, we should be glad to have you make a trial of it.

Equal proportions { Kerosene  
Whisky

In judicious mixture { Paraffine  
Coal oil, wood-naphtha  
1 extra jag  
1 match

It is claimed that this mixture is "out of sight."

*Photo:* We are sorry, "Photo," but we publish a bicycle paper. Articles on working steel or how to drop forgings would be without interest. We have consulted a very dear friend, a bicycle manufacturer (and they are the best friends we have, "Photo"), and he tells us he never dropped but one forging (that was many years ago). It fell on his toe, and he has used nothing but castings since.

*Saddle Top:* So you have had your monkey-wrench nickel-plated. Well, well.

*Paterfamilias:* (twins), N. J.: We understand the "very latest" in "Kid Karrier" goes on fours, and will, we think, carry double, as you suggest. Glad to be of service.

*H. C. Tyler,* Springfield, Mass.: And thou too, Brutus. But this is too sudden. Harry, me boy,—and those records, too—who'll attend to them?

Do you, oh, do you think, Harry, Mrs. T—will spare you in '94 as heretofore?

*L. A. W., 9545,674:* You must be a new League member. The difficulty of riding hands off, on a muddy day, we thought was generally understood. Yes, Buffalo was made remarkable by the gentleman from Massachusetts. He was there en masse, so to speak. Sorry you don't like our editorials, we'll change them. We are unable to reduce subscription price on account of approaching snowdays.

*F. P. P.,* Show Boomer, N. Y.: Sorry so many replies were favorable. We had hopes that Machinery Hall could be utilized instead of being cremated in splendor. But mighty arbiter of cycle fates, it's just as you say. Whatsoever the pamphlet says goes.

*W. J. Morgan,* Chicken Farm, suburbs of New York: We're glad to hear it. Thanksgiving Day approaches and no doubt you'll get a good figure for the odd 100 fowl you can't eat. Say, just drop a line to "your friend in England" and tell him to come off about the N. C. A.

Owing to pressure of space many correspondents will have to look in subsequent issues; others will find their queries embodied in some of the foregoing answers.

"Championship medals and crowns, palms and decorations of all sorts supplied to cycling clubs," is an advertisement in a foreign paper.

That popular ballad, "After the Ball," has reached Ireland. With Home Rule knocked out and to be afflicted with such a song is indeed hard upon the Irish.

Wong Fook, a Los Angeles celestial, is training for local races. He has done a quarter in :45 and a mile in 3 minutes.





## NOTES WISE AND OTHERWISE.

The great Russian newspaper, the *Novoie Vremja*, now gives cycling news.

H. C. Tyler will race next year, his recent marriage and rumors to the contrary notwithstanding.

The "Union Velocipedique de France" is composed of 206 clubs and 4,365 individual members.

Corre and Lumsden have agreed upon three races in Paris, of 12, 24 and 48 hours. Wager, \$2,000.

The German racers, Lehr and Habich, went to Lodz, Russia, and won all the first prizes in the races.

*Il Ciclo*, an Italian cycling journal, has lately appeared in Milan. It is green in color and resembles the Paris *Velo*.

Editor Sherman, of the Ottumwa (Iowa) *Republican*, was fatally injured recently through slipping under an electric car.

C. H. Petticord arrived in Chicago last Wednesday with his sister. They rode through from Pittsburg in fifteen days.

The congress of the U. V. F., of France, has forbidden any unionist racer to wear a tricolored sweater—the colors of the late Cassignard.

It seems like a just retribution, says the *Irish Cyclist*, that Schofield, the most reckless and dangerous rider on the English path, should be "pocketed" in America.

Baltimore adopted the plan of scheduling prizes of a certain value and buying that which the winner selected. The racing men were well pleased with the idea.

At the Fireman's field day, held at Decatur, Ill., October 19, Frank Dodd won the mile open race in 3:00 1-2 and Charles Batchelder the two-mile handicap in 7:02 3-4.

Pasadena, Cal., cyclists have organized the Pasadena Cycle Club with the following officers: President, J. A. Westring; captain, Robert Gaylord; secretary-treasurer, Jesse R. Vore.

Messrs. Lagen and Rich, of Philadelphia, will, ere the season is over, endeavor to lower the five-mile tandem road record of 13:05, lately made by Dampman and Rich on the Park avenue course.

The death of Cassignard leaves a great void in French cycling. However, the championship races are still interesting and the competitors will be first raters. There are seventeen entries for the 100 kilometer race.

The decision of the congress of the Union Velocipedique de France in suppressing hereafter the tricycle championship, just at the time of the brilliant records of Mills, Bidlake, Echalie, and others, has created quite a stir.

On All Hallowe'en night (October 31) the Ravenswood Cycling Club will give a "country" dance in which every participant in the dancing will be required to dress in a typical costume. All Hallowe'en festivities will be rigidly observed.

At century riding in the United States the Misses Lucy Porter and Lizzie Hegerty, both of Chicago, head the list of ladies. Miss Margaret Kirkwood, of Boston, the only opponent of the Chicago ladies, has an even dozen bars, while Miss Hegerty has fifteen and Miss Porter fourteen.

The Christmas issue of "The Bearings" will contain 100 pages of choice reading matter on topics of interest to wheelmen, with 200 illustrations and a number of plates in seven colors including Zimmerman, Windle, Meintjes, and Tyler. This magnificent paper will be sent without extra charge to all regular subscribers. Send in your subscriptions early.

A new kind of race was lately run between Messrs. Cancel, Leyris, and Soleirol, of Nimes, France. The two latter ran against Cancel, who, mounted upon his machine, hauled a second one by hand. Notwithstanding the difficulty Cancel won the race, riding with the two machines about ten kilometers (6 miles 1,128 feet) in 19 minutes.

The Metropolitan Association of Cycling Clubs has presented a protest before the police board of New York city, complaining of the too frequent arrests among their number for fast riding, and particularly for not displaying lamps. It was claimed that the bicycle lamps were oftentimes jarred out on the poor roads, unknown to the rider. The matter was referred to Superintendent Byrnes.

Terront had hardly gotten off his machine after the Paris-St. Petersburg journey when he received a challenge from Wm. Cody (Buffalo Bill). Cody proposes to ride on horseback, changing horses as often as he wishes, and allowing Terront to change machines. The match to be for two hours for one or two meetings. Wager, from \$200 to \$2,000. Terront will consider it.

On Saturday October 28 the Southern Athletic Union give their games at New Orleans. In addition to the regular athletic events the programme contains four bicycle races at a quarter, half, one, and two miles. It is probable that the Southern Union will soon have enough members to form a separate division of the Amateur Athletic Union. Such clubs as now belong to the national body are affiliated with the Central Division, whose games were held this year at Cleveland.

## TORONTO NEWS.

TORONTO, ONT., Oct. 23.—The suit that was before the courts two weeks ago, and adjourned until last Wednesday, has been settled out of court by the purchase of the Comet tire (manufactured by the Comet Cycle Co., of Toronto) by the American Dunlop Tire Co., for the sum of \$11,000, including patents, plant, stock, and unfilled orders to date. This purchase has been commented on by the friends of both parties, and from the sentiments expressed we are satisfied that the arrangements arrived at will be beneficial to the riding public, as the Dunlop Co. have already negotiated for the establishment of a factory here for the manufacture of their tires, which they will supply to the Comet Cycle Co at the market price. Harvey du Cros has left for New York, and will return in a few days to complete arrangements for immediate delivery of tires.

### Carman Defeats Hensel.

The long-looked-for Carman-Hensel road race has at last taken place. Last Friday afternoon was the appointed day, and punctual to the time the men started. The start was made at 4:30 p. m., and for the first five miles Hensel made the pace. Then Carman pushed to the front and continued about another five miles, when Hensel passed him. Up hill and down hill, on level and grades, the powerful blacksmith trundled his machine as though his life depended upon it, but always behind him, like a ghost in the night, came Carman. Hensel led until about a quarter mile from the tape, when Carman slowly but surely moved ahead. At the tape he led, by twenty yards, justly earning his title of champion road rider of Canada. Carman's time was 1 hour 4 minutes and 23 seconds, just 4 minutes and 3 seconds slower than his time over the same course at the Athenæum Cycle Club's race. G. M. Wells was starter.

Hyslop shortly afterward challenged Carman to run over the same course, but the Athenæum Cycle Club, of which Carman is a member, decided that he should ride in no more races this season.

Carman will make an onslaught on Canadian track records, shortly, up to twenty-five miles, on the Rosedale track in this city, after which he will go out of training for the balance of the season. This trial is looked forward to with intense interest.

### A Budget of Cleveland News.

CLEVELAND, OHIO, Oct. 25.—The first bicycle accident attended with fatal results occurred upon the central viaduct on the evening of October 18. A young man, Charles Bard by name, in attempting to dodge a wagon, ran into Charles Beader a pedestrian. Bard received numerous scratches and a broken collar bone but was able to continue his journey homeward. Beader was unable to get up and was conveyed to his home in an ambulance, where he died the following morning. The doctor who attended him testified at the inquest yesterday that a fracture at the base of the skull was the only injury that could be found. Ernest Horst, a brother-in-law of the unfortunate man,—who was with him at the time of the accident,—gave testimony which went to show that the pair were just returning home from a visit to a brewery. When asked how many drinks they had had, he answered two, but afterward admitted that they had all they wanted, and drank out of a tin cup in lieu of a glass. After leaving the brewery they went to a saloon and each drank a glass of whisky, and still he insisted that both were perfectly sober and walked straight. When Beader was struck he bled from the ears, nose, and mouth and his only remark was, "What is the matter?" Bard's bicycle was furnished with a bell but no lantern, which is in violation of a city ordinance. As other witnesses are to be examined, no decision has as yet been reached by the coroner.

C. G. Merrills, of the Cleveland Wheel Club, started Saturday night at 10 o'clock to make 300 miles on the road within 24 hours. On the third century he was taken with cramps and was obliged to stop, with 220 miles to his credit. He will have another try at it in a few weeks.

Jas. Josephi, formerly on the road for Ames & Frost, has associated himself with the Ohio Rubber Co. and will hustle for the Triangle the coming year.

Messrs. Burt Carpenter, Will and John Sayle, and Chas. Leininger returned from the Fair Monday and report a grand time.

The Lakeside Club are to give a grand ball at Red Cross rink early in December.

Messrs. Gus Boyer and C. G. Merrills leave for Chicago Friday to enjoy the closing days at the Fair.

The Lakeside boys opened the social season with a smoker a few evenings since.

### Piqua, Ohio, Race Meet.

PIQUA, OHIO, Oct. 24.—The P. A. A. field day was held at the Piqua driving park today. The wind was strong on the back stretch, therefore no fast time was made. The cycle events resulted as follows:

One hundred yards slow race.—J. C. Cron. Time, 2:39.

Quarter-mile open.—A. L. Thoma, first; J. C. Cron, second. Time, 4:15.

Half-mile open.—J. C. Cron, first; A. L. Thoma, second; Ed Meinders, third. Time, 1:31.

One-mile P. A. A. championship.—A. L. Thoma, first; J. C. Cron, second; Frank Hubbard, third. Time, 3:03 2-5.

A reckless rider in Providence, R. I., has aroused the daily press through the knocking down of a woman as she alighted from a street-car. In this case the rider was the most seriously injured of the two, yet able to mount and ride away before he could be caught.



## NEWS FROM ENGLAND.

LONDON, Oct. 14.—I have little news concerning racing this week on either road or path, the weather having been exceedingly wet, even for the time of year. On Thursday evening, at Herne Hill, A. W. Harris rode two miles in 4 minutes 20 seconds, beating G. E. Osmond's previous best of 4:24 4-5. F. T. Bowen, of the Mid-Surrey Club,—a speed phenomenon of the present year,—succeeded in improving on Stroud's hour record of 22 miles 180 yards on a tricycle. Bowen rode 22 miles 304 yards. Other attempts, unsuccessful ones however, were made on the same evening by J. C. Scott, J. Aram, and Elijah Scott. A. W. Harris rode an unpaced mile in 2:18 4-5, or 2-5 outside record.

Wednesday was wretchedly wet and chilly; nevertheless the Watford Cycling Club conducted a lantern parade and costume carnival with decided success. Watford is situated fifteen miles northwest of the metropolis, and its cycling club possesses 120 members. The spacious Agricultural Hall had been chartered for the occasion, and here the competitors for the costume prizes offered were inspected by the judges, after which some of the riders had the hardihood to follow a procession of the local fire brigades and the town band through the principal streets in the drenching rain. Prizes were taken as follows: *Artistic*, Fred Roberts (a forester), Wheeler, and Ashby (Daisy Bell and her husband); *original*, R. Ellis (Eddystone lighthouse) and T. C. Bamford (the modern craze, "advertisement"); *comic*, Harry Buck (Daisy's first) and Rodwell (a lodging-house keeper).

Harry Buck was in a bassinet frame on a trike, in infant's long clothes, engaged in imbibing "Bass" from an orthodox baby's bottle, bearing, nevertheless, the familiar "Pale Ale" label. After the carnival there was dancing, limelight views of local celebrities, and the presentation of prizes by Professor Attfield, who delivered some appropriate remarks condemnatory of street scorching. The Watfordians entered into the whole affair with great spirit, and the large building was crowded.

In a day or two the Stanley Club will issue its annual address to the clubs of the United Kingdom with reference to the approaching business show of wheels. The address is couched in terms both flattering and convincing to the clubs but it will form very unpleasant reading for the trade opponents to the great club. As was the case last year, invitations will be sent to every club for the monster concert to be held at the Cannon Street Hotel (whose great hall accommodates over 1,000 persons) on the 31st inst. The Stanley has in view some very elaborate public functions during the forthcoming winter, and the club's affiliation with the Society of Cyclists will bear fruit very shortly.

As hinted above, the weather this week has been exceptionally wet and boisterous. Road riding is almost out of question except for heroic cyclists. Mud and dead leaves are in profusion everywhere. Today's Catford closing run to Riddlesdown, on the Brighton road, will be attended chiefly by means of the railway.

Terront, the famous French cyclist, arrived in Paris from St. Petersburg at 4:32 p. m. on Wednesday last and was enthusiastically received by large crowds of persons assembled near the Neuilly velodrome. He describes the state of the roads in Russia as deplorable, owing to heavy rains and the ruts caused by passing carts. He had frequently to descend from his bicycle and walk through the mud. Terront corroborates the fact that a drunken German peasant fired from a revolver at one of his pacers without touching him. At some points in Germany he was cheered and shouts went up of "*Vive la France*"—a very pleasant incident. Terront, as every one has heard, rode a Rudge safety with Clincher tires, which stanchly endured the terrible trials of his remarkable journey.

As by the time you receive this letter full details of last Saturday's 12-hour race at Herne Hill will be in your possession, I need add little. Karl Schwemmer's feat of riding twenty-one miles an hour for the first 6 hours, and Wridgway's performance in sustaining 20 miles an hour for 12 hours are both unique in the history of cycling. Had not Linton gone for the 100-mile record (for which distance his time was 4:34:13 2-5), it is thought he would have won the event. A great deal is thought of M. B. Fowler's ride. He was fourth, with 232 miles 1,680 yards—a splendid ride for a path man with little previous experience at long distances. Allowing for his delays and worries last Saturday, it is considered that, with luck, he should distinguish himself in next year's Cuca race.

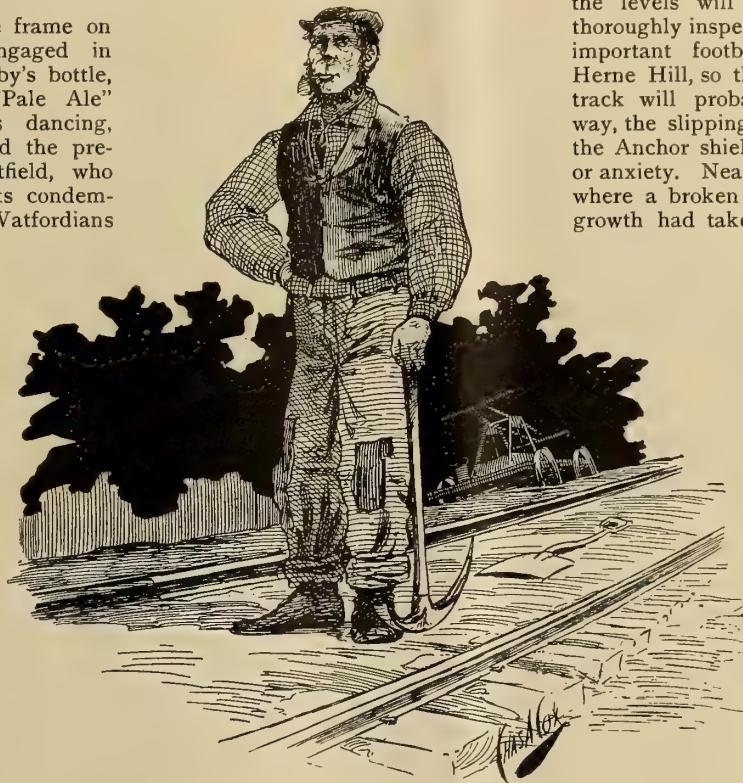
Opinion, especially ladies' opinion, in favor of ladies' rational dress for

cycling is making wonderfully rapid progress over here. All, or nearly all, the best and most representative lady cyclists have declared themselves in favor of knickerbockers. Most of the best weekly journals (price 12 cents) have illustrated the new mode and written in its favor. The *St. James Budget* has offered a prize for an ideal dress. However, many of the registered dresses on the market lack the simplicity essential to a successful costume for the wheel, and I have not the slightest doubt that the graceful and really rational styles in vogue among French lady cyclists will very soon supersede the clumsy insular notions of our would-be cycling milliners. Tomorrow—given a fine day—quite a bevy of well-known lady riders is expected at Ditton. Both Sturmer and Swindley, in the *Cyclist*, air their conservative opposition to an improved dress for wheelwomen, but such enlightened writers as R. L. Jefferson, W. S. Holding, E. J. O'Reilly, C. W. Nairn, G. L. Hillier, and among lady journalists, Violet Lorne, Ada Earland, and "Graphis," have all expressed their support and encouragement of the reform. Gamage, the cyclists' universal provider, is quite ready to supply an elegant and hygienic knickerbocker dress for ladies at a price similarly reasonable to that charged to men. This will abolish the absurd rates of \$25 or so, hitherto charged by tailors for a lady's cycling dress. One result of the adoption of the reform will be a great rush of fair votaries to the wheel. Women have shrunk from appearing at a disadvantage, but in the new dress not only their comfort but their appearance will be vastly enhanced.

It is stated that the wood surface at Herne Hill is to be taken up and stored during the winter season. Before being replaced the levels will be looked over and the whole track thoroughly inspected and repaired. It appears that some important football matches are going to be played at Herne Hill, so that the space at present covered by the track will probably be required for spectators. By the way, the slipping which occurred during the wet hours of the Anchor shield race need cause no feeling of doubt or anxiety. Nearly all the falls occurred at one corner, where a broken batten had been removed and a mossy growth had taken place. Hillier is of opinion that the

track is faster for record purposes when wet than when dry. Notwithstanding the exceptionally dry summer we have had, there has been ample proof furnished that the wood surface may be deluged with water without danger of slipping. Last Saturday the conditions were distinctly peculiar.

C. W. HARTUNG.



RATHER STRANGE.

*This man never saw a bicycle, although he makes his living on the road.*

### Gone to Brighton with Lucy.

Hillier is a good story teller, but whether he is responsible for all that are fathered upon him does not follow, says *Cycling*. Here is one said to be his. He was going to Brighton when he met an acquaintance of his, an undergraduate, who on hearing his destination decided to accompany him. He therefore telegraphed home, "Gone to Brighton with Lacy Hillier," but unfortunately before the wire reached its destination "Lacy" had become translated into "Lucy," and

it took a world of explaining to put matters right when the undergraduate returned to the paternal roof.

### Politics in Missouri.

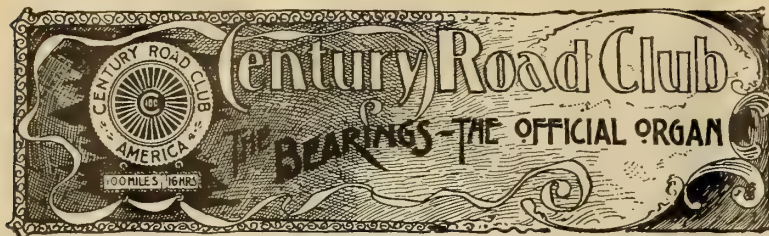
A circular letter has been sent out to the members of the Missouri division supporting Albert C. Davis for chief consul as opposed to Robert Holm the present incumbent. Among other things it says:

"In Mr. Davis we believe are to be found those necessary qualities for one in whose hands the affairs of so important an office are to be trusted, and we are confident that if elected he would be guided solely by the interests of the members, and that in a short time he would have harmony thoroughly restored and the division in a most excellent condition. It is for the above stated reasons and with the pledge of reform and an economical administration of the affairs of the Missouri division that we ask your suffrages, and can guarantee that if elected Mr. Davis will conscientiously fulfill the pledges."

The letter is signed by the following: Carl Ellers, Pastime Bicycle Club; Fred Hattersly, Y. M. C. A. Bicycle Club; V. J. Solari, Stag Cycling Club; A. J. Emery, St. Louis Cycling Club; C. C. Hildebrand, South Side Cycling Club; Al. Staehlin, South Side Cycling Club; E. L. Morgan, Wanderer's Bicycle Club; Christopher Smith, North St. Louis Bicycle Club; L. J. Winkler, Business Men's Bicycle Club; Walter Jaccard, Kansas City Wheelmen; Fred Oehlers, Chillicothe, Mo.; S. Z. Southers, Springfield, Mo.

Louvet won the 100-kilometer championship of France, Fournier second.





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FIRST VICE PRESIDENT	F. W. Gerould, 108 Madison St., Chicago
SECOND VICE PRESIDENT	L. J. Berger, Monon Bldg., Chicago
SECRETARY	John E. Templeton, 6 Sherman St., Chicago
CHIEF CENTURION	W. Herrick, 331 W. Lake St., Chicago
TREASURER	W. M. Brewster, St. Joseph, Mo.

### Committee Chairmen.

RIGHTS AND PRIVILEGES	W. Herrick, 331 W. Lake St., Chicago
RULES AND REGULATIONS	R. G. Betts, Box 444, New York
ROAD RECORDS	R. D. Garden, 291 Wabash Ave., Chicago
LEGISLATION	Grant Newell, Ravenswood, Ill.
MEMBERSHIP	A. Kennedy-Child, Springfield, Mass.

### State Centurions.

Alabama, W. C. Harris, 115 Eighteenth St., Birmingham.	Missouri, R. Holm, 908 La Salle St., St. Louis.
Colorado, Chas. A. Stokes, Denver.	Nebraska, A. H. Ferrigo, 1406 Dodge St., Omaha.
Connecticut, Henry Goodman, Hartford.	New Jersey, R. B. Whitehead, Westfield.
Delaware, S. W. Merrihew, Wilmington.	North California, Edwin Mohrig, Golden Gate Ave., San Francisco.
District of Columbia, Mortimer Redman, 602 F. St., Washington.	New York, C. Edward Wood, 202 South Warren St., Syracuse.
Florida, Harry M. Snow, Box 261, St. Augustine.	Ohio, G. R. Prout, 620 Water St., Sandusky.
Georgia, R. L. Cooney, Box 295, Atlanta.	Oregon, W. Newton, 333 Morison St., Portland.
Illinois, R. C. Lennie, 287 Wabash Ave., Chicago.	Pennsylvania, Geo. F. Bahl, Philadelphia.
Indiana, Frank L. Rough, South Bend.	Rhode Island, C. W. Weld, Providence.
Iowa, J. A. Pallister, Ottumwa.	Tennessee, George C. Brodnax, 290 Main St., Memphis.
Kansas, Austin Hawley, Girard.	Texas, John Trieller, 281 Elm St., Dallas.
Kentucky, W. A. Rubey, 448 Main St., Louisville.	Utah, C. A. Emise, Salt Lake City.
Louisiana, C. H. Fenner, New Orleans.	West Virginia, Edwd. Nelly, Parkersburg.
Maine, Dr. Frank H. Moore, Calais.	Wisconsin, Frank Bolte, Milwaukee.
Maryland, J. H. Graham, 836 Hopkins Ave., Baltimore.	New Brunswick, F. H. J. Ruel, Bank of Montreal, St. Johns.
Massachusetts, Miss Margaret Kirkwood, 23 Elm St., Boston.	England, Maj. Knox Holmes, London.
Michigan, W. E. Metzger, Detroit.	France, A. G. Roux, 54 Boule. Du Temple, Paris.
Minnesota, Colie Bell, 703 Nicollet Ave., Minneapolis.	

### Applications for Membership.

Will Krietenstein, 522 S. Third St., Terre Haute, Ind.	Clarence E. Bull, 161 Holland St., Syracuse, N. Y.
Chas. O. Lasley, 413 N. Michigan St., Toledo, Ohio.	

## HER FIFTEENTH CENTURY.

Thursday morning of last week, at 10 o'clock, Miss Lizzie Hegerty started for a ride from her home on the West Side. Her destination was Garfield Park. The day was fine and rumors that the country roads were good had reached her ears. Without hesitation therefore she started on for a century, unaccompanied after reaching the park. Long had she contemplated a try for the course record and was only prevented from making it this time by the darkness. The roads were as good as she had seen them this year. Geneva was reached for lunch. Through Aurora she pedaled without stopping, meeting no other riders and caring to meet none. At Naperville, thirty-five miles from home, darkness descended and she stopped for a while. Continuing, she reached home at 9:30, riding thirty-five miles in the dark in three hours and a half.

Miss Hegerty when seen Sunday said, "I had long contemplated a ride over this course to beat nine hours and a half, and had not the darkness come on, this time would have done so."

"No! I was not afraid. I met one man and asked him the way. He told me, and asked if it was not late for a young lady to be riding a country road alone. He asked me where I came from and I told him Aurora, for I did not want him to think me crazy. The roads were as fine as I have ever seen them and I would willingly go out alone over the course again."

This was Miss Hegerty's fifteenth century. Her riding mate and chum, Miss Lucy Porter, has only one less to her credit and will ride another this week.

## CENTURY R. C.'S FIRST MILESTONE.

The Century Road Club's first milestone now stands just to the left of the boulevard as you enter Lincoln Park on the Lake Shore Drive at North avenue. It stands some three feet above the surface, is a conical shape, and is labeled simply "2 miles." Here the noted stone has been quietly resting ever since early last June, and but very few are aware of its existence. Some years ago R. C. Lennie induced the Stover Co. to present this handsome stone to the Century Road Club, that a system of milestones might be inaugurated connecting Chicago and Milwaukee. There was a hitch in gaining the necessary permits from the park authorities and Chief Centurion Herrick placed the matter in the hands of a committee—Messrs. Porter and Salter. Through the summer, fall, and winter of last year the matter dragged and many was the roast the committee received. Plans were laid for a dedication ceremony, of which a huge parade, a speech by Mayor Harrison, some music by the Lincoln Cycling Club cornet band, and the unveiling were to be a part. The plans miscarried and the committee,

tired of being roasted, one foggy morning quietly planted the stone in the place for which it was intended. Good deeds done in the dark oftentimes reap greater rewards and it is hoped that this modest example set will be liberally imitated, and that in this way the first official chain of milestones may be planted.

### Unpopular in France.

The open letter published in our columns by Maurice Mortin to Lacy Hillier after Shorland's record, says *Veloce Sport*, has carried its fruit. It has been reproduced by several foreign journals, especially by THE BEARINGS, the great American cycling journal. Our confreres have avenged the French sport for the evil disposed and untimely insinuations of the illustrious English judge. They state that Lacy Hillier is very unpopular in France. Oh, yes!

### Can Not Get His Prize.

"Say, you know that suit of clothes I won at Milwaukee at the Mercury-Telegram meet. Well, do you know I haven't been able to get that suit any way I could make out. Why, they've got more racing boards and officials in that town than any place I know," said polite little Peck; "but don't roast them, that wouldn't be right, you know. I'm going to give them another chance. I've gone all over that town twice, from one to another, as many as fourteen in a day, and I can't get any satisfaction." Now, please don't roast them, but really, don't you think they ought to give me my prize? You won't roast 'em, will you?" and he was gone. Polite Peck, "he'll never do harm to no man."

### Aristocratic Russian Cyclists.

A new cycling club, the "Opchestwo-Welosipednoi jesdy," has been organized at St. Petersburg by representatives of the upper society of the capital, in order to extend the cycle as a practical means of locomotion. The club proposes to hold meetings, organize excursions and races. His highness the Grand Duke Serge Michælowitch has accepted the presidency and Captain Prince Gagarine the vice-presidency. Count G. A. Broboinsky, Lieut.-Col. D. J. Sabouroff, Count A. N. Grabbe, Count Cheremetieff, and Lieutenant Voickoff are members of the committee.

The rules of the club allow the admission of women, and representatives of the St. Petersburg *haut ton*, like the Princess Gagarine and Countess Cheremetieff, have joined the club.

### Will Ride to Boston.

Misses Hegerty and Porter, of this city, who have twelve century bars each to their credit, together with an astonishing array of long and difficult tours countryward a wheel, are now anxious to tour across the country to the Atlantic coast, a feat they will attempt next season, providing suitable arrangements can be made for furnishing the story of their trip, with incidents along the road, treatment received, etc., to the daily and cycling press.

These ladies ride centuries weekly and think little of it, invariably finishing fresh. They thoroughly enjoy a long ramble alone, and the 1,200-mile trip to Boston, portrayed daily by their pens, would prove very interesting reading.

### Lenz Has Crossed China.

Frank G. Lenz writes from Mandalay to the *North China Daily News*, under date of July 29, that notwithstanding the fact that he was discouraged by everybody but a few in Shanghai, he has nevertheless succeeded in crossing China completely. For the last three months since he left Ichang he had been continually walking. He made the distance from Shanghai to the Chinese frontier, 2,884 miles, and to Mandalay, 3,149 miles.

### Bound to Make Trouble.

A Philadelphia policeman's perseverance is worthy of a better cause. Last Saturday night Officer Grumley arrested Howard Day, of Haddonfield, for violating the bicycle ordinance. Justice Miles discharged the prisoner, when the officer again arrested him. A brother of Day's protested and a crowd which had gathered attempted to rescue the prisoner. A constable with a shooting iron defended the policeman, who rushed his man before Justice Ristine, who also discharged him, when the officer arrested the brother for interference, and had him placed under bonds to keep the peace.

### Trouble in Milwaukee.

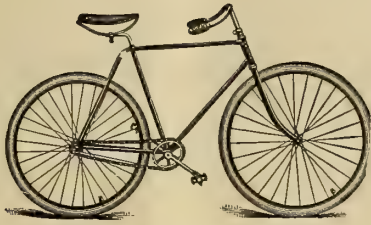
There is war to the knife in Milwaukee between the Milwaukee Wheelmen and North Side Cycling Club. It is said that Capt. Ed. W. Roth, of the Milwaukee Wheelmen, was expelled from that club for riding in the North Side Club's road race, in which he took time prize. He afterward joined the North Side Club.

### A Free and Easy Definition.

One who has had an opportunity to study the subject on the spot, and the ability to do so, expresses a belief that next year the broadest possible amateur definition will be adopted in the States. No limit to prize values, no restrictions as to payment of expenses, no bar whatever, except absolutely cash prizes. There is a sweet simplicity about this that makes the over legislated English amateur heave a half covetous sigh.—*Cycling*.

The Chicago Century Wheelmen has been incorporated by F. B. Hart, H. B. Davis, and David Davis. It is simply a reorganization of the defunct Cook County Wheelmen. The new club has secured a home on Irving avenue near Van Buren street.





# The... Columbia

## Standard Bicycle of the World.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR **BICYCLES**  
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We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

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It Requires a Good Deal to Break  
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YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



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HARTFORD, CONN.

Send for a Hartford Catalogue...



# Agents! How Does It Strike You?

If you handle the "FOWLER" in 1894, you won't have to ram down prospective purchasers continual apologies for it.

You won't have to explain why they were sold in Auction Rooms—because they are not old stock or "hand-me-downs."

You won't have to explain why they were cut in price—because they were not. FOWLER agents could sell FOWLERS at regular price.

You won't have to explain away "weak spots"; and for the best reason in the world—there are none.

You won't have to explain that records or winnings on the FOWLER were made by a "band of salaried amateurs"—because the FOWLER was made right and it was not necessary to engage a stable.

## THE FOWLER for 1894 WILL STILL BE ON TOP.

We might incidentally remark to the immense makers who think their goods are so greatly superior to others, that for one we are quite willing to submit the FOWLER with any of them as to superiority, workmanship, material, design, and in fact any point that goes to make up a high-grade bicycle. This is business.

When we say anything, it's a fact.

AGENTS

Are you with  
us in 1894?

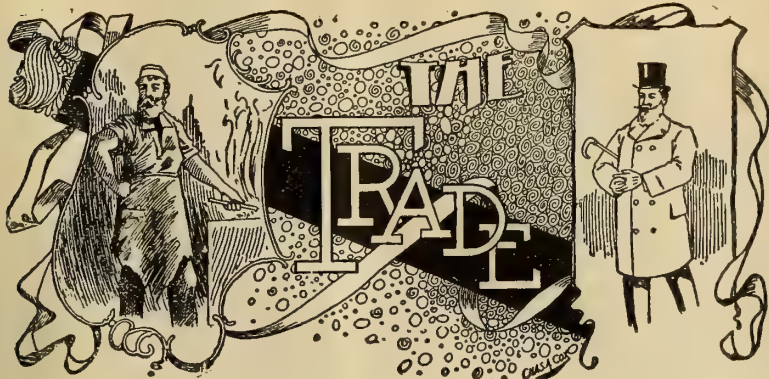


## HILL CYCLE MFG. CO.

142-48 W. Washington Street, CHICAGO.

MENTION THE BEARINGS





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

### TIRES AND TIRES.

If the signs of the times are not entirely misleading, the trade will see next season at least twice as many makes of tires as they did this season. There are dozens of new concerns in this business and with all styles and kinds of tires—good, bad, and indifferent. It will puzzle the shrewdest maker to tell which is the best and it goes almost without saying that some of them will contract for tires that will cost them no end of trouble and money. Wise will be the man who sticks to the good and tried tires of this year, improved as they are bound to be. Trying experiments is, at best, a dangerous thing, and when, as is the case with the cycle maker, it involves not only itself but everything else which the firm handles, it is doubly dangerous. A poor tire will damn the best machine built. Makers will, therefore, do well to make sure that they have gotten hold of not only a good tire (good as to the principle involved) but a thoroughly well made tire as well, before they adopt any of the crop of this winter.

### ALL ABOUT STERLINGS.

The Stokes Mfg. Co., makers of the Sterling, have little to complain of regarding the year's business. Up to July 1 about \$100,000 more business had been done than had been planned for. The firm has carried over a number of wheels rather than cut the prices. Regarding prices for another season, Secretary C. W. Dickerson said Tuesday:

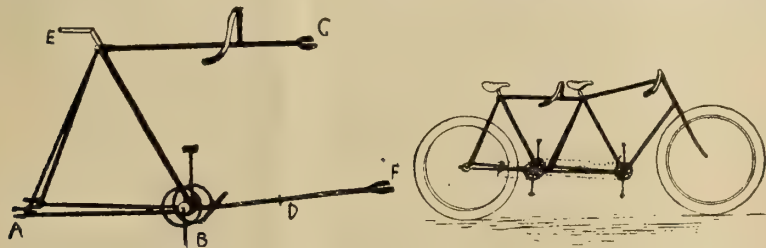
"Personally I am in favor of a reduction of price. The public expects it after the present flurry and I am sure the manufacturers can stand it. A graded scale of say \$125 for regular stock machines, \$135 for light wheels, and \$150 for special-built machines would be popular and serve to increase the number of riders. You will admit \$150 is a large amount to a clerk working for say \$50 to \$75 per month, and a reduction all around would catch him.

"Our agents all over the country are voluntarily writing us letters of commendation for the excellence of workmanship and material in our wheels. All claim the Sterling one of the quickest sellers ever handled."

A letter from the C. W. Hackett Hardware Co., of St. Paul, was seen, in which that firm gave a glowing description of the business done the past season in Sterlings and declared they would continue to handle the wheel in '94. Dickerson was naturally jubilant over the fact that of seventy-nine participants in the North Side Cycling Club's road race at Milwaukee, fifty rode Sterlings; the first three across the tape were on Sterlings.

### AN INTERCHANGEABLE TANDEM.

An English exchange illustrates an attachment for converting any rear driving safety into a tandem. The device looks like the most practical thing of its kind ever made. It will be exhibited to the public for the first time at the Stanley Show. It consists of a frame, which is shown in our illustration, which is attached to the rear of an ordinary R.-D. safety after the back wheel has been taken out. The attachment is connected by fixing



B to the rear fork ends of the safety from which the rear wheel has been taken. B is the rear crank hanger of the tandem, and has two nuts attached to which the fork ends are screwed. Then fix C, which is a clamp, to the seat-post lug. D is an adjustable brace which can be lengthened or shortened by means of a right and left handed thread, and forms the adjustment for the front chain, and strengthens the frame by fixing F to down tube. To complete the tandem, put in the rear wheel at A and adjust the chains. The attachment is made by O. Poole & Co., of 204A Blackstone Road, Highbury.

### H. A. LOZIER & CO.'S PLANS.

W. H. Ennsorth, in charge of H. A. Lozier & Co.'s exhibit at the World's Fair, was found Saturday in a rather talkative mood. He was glad the Fair was nearly over, and to the question, "What, in your opinion, will be the price of high-grade wheels next season?" he replied, "Well, I think there will always be a top-notch wheel at \$150 with all the makers, and that there will also be a wheel at a lower list. Most of the makers will turn out two grades, one with and one without all the improvements. They will show the two, and you will see that two-thirds of the purchasers will take the higher priced wheels. No road wheels over thirty pounds in weight will bring \$150, however, and wheels under thirty pounds will be made this season that can be guaranteed to carry 200 pounds—road wheels, I mean. When you come to consider the frequent changes of designs and the constant succession of improvements, I think you will admit \$150 is about right. I think bicycles will always be sold at \$150 just as there will always be sold carriages at \$600, while sometimes you can buy carriages for \$40, and even three for \$100, at which price they were lately sold in Omaha.

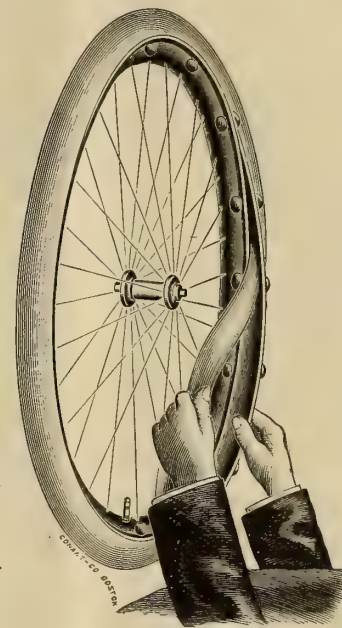
"I trust there will be two grades of Clevelands this season and can assure you the highest grade will bring \$150 or no sales."

"Are you satisfied with the amount of business done at the Fair?"

"Of that I can say little, for it is a hard thing to determine the amount of good done by such an exhibition. Clevelands have been exhibited at every cycle show ever held, and if two cycle shows are held this season Clevelands will be shown at both.

"Regarding the weights of Clevelands for '94 I would prefer to say nothing now, but they will be as light as the lightest, as strong as the strongest, and up-to-date in every particular. Over 8,000 were manufactured and sold last season, and this number will be increased this coming season. There will be a few changes in the Cleveland tire, but very few are necessary with a tire as well established and as popular as ours."

### THE HEUSTIS' DETACHABLE TIRE.



The Newton Rubber Works are out with a circular to the bicycle trade calling attention to their Heustis' Detachable Pneumatic Tire. The points of superiority that they claim for the tire are lightness, strength, the impossibility of its creeping on the rim, ease of attaching and detaching, and its applicability to light wooden rims. The accompanying cut shows the manner of reaching the air tube in case of puncture. As will be noted, the edge of the outer cover is fitted with a series of little protuberances, which fit into recesses in the rim when the tire is on, and which attach it rigidly to the rim so long as the tire is inflated but allow it to be easily pulled off as soon as the tire is deflated. The Newton Rubber Works are situated at 278 Devonshire street, Boston, Mass.

### Lay it on the Banks.

"The salvation of the big manufacturers and the maintenance of prices, depends greatly on the little fellows," said a prominent salesman. "If the list is maintained it will be largely through the fact that small manufacturers, being short of material for the making of wheels by reason of the non-accommodation of banks with whom they have been dealing, will have few wheels to sell early in the season. The large manufacturers will pay little attention to the hard times, and will enter next season's trade with as complete a line as ever, and will be better able to bolster up the list."

### Aluminum vs. Steel.

Chapter 'steenth in the Lu-mi-num-Stearns controversy comes as usual in the shape of a letter. It is from the Lu-mi-num people and in it they ask Stearns to agree to one of the two following propositions for paying the expenses of the test.

*First:* Each contestant to furnish his own material and come to the test at his own cost, but the loser to pay the costs of the five judges, and the use of the apparatus and the room for the test.

*Second:* Each contestant to furnish his own material and come to the test at his own cost, and pay the costs of his own two judges; but the loser to pay the costs of the fifth judge and the use of the apparatus and room for the test. We much prefer the first proposition, but give you your choice.

They also ask Stearns to submit articles of agreement for the test.

### Munger's Arrow.

The Munger Cycle Co. report the proffer of an order for 500 wheels for jobbing in this city. Munger has already disposed of this season's output or nearly so. One hundred wheels have been contracted for in Chicago and 300 in St. Louis, besides other orders. The new wheel will be known as Munger's Arrow and will be a beauty.



## THE PRESTON-DAVIES TIRE FOR 1894.

The following are the details and merits of the '94 tire. In future the rims will be supplied with the tires. As regards its special lining, its air-tube, and the valve employed, there are no changes in the new P. D. Instead, however, of the overlapping wires in the edges of a cover which was formerly fastened on spikes outside the rim, there is a very neat cover with a strong stranded wire rope running round each of its edges and overlapping. This stranded wire rope, or cord, is very flexible, and bears a strain of 2 cwt., being tested up to 4 cwt. beforehand. One end of each wire has affixed to it a button, which fastens in a small hole in the inner plate of the rim. At the other end is attached a threaded pin of D section, which is thrust through the rim from inside at a point where a small turret projects for its reception. This arrangement allows of the rope being tensioned most efficiently, thus securing an absolutely firm attachment of the cover to the rim. The turrets, of which there are two in the rim, one for the fastening of each edge of the cover, are provided with the means for tensioning each rope, with or without a spanner, before the tire is inflated. The turrets are not more conspicuous on the rim than the valve tube. Inside the tire the rubber wrapping round the air tube has now been abolished. Scrupulous care is taken, however, to protect the air tube from any contact with the stranded cords, rubber flaps being fixed inside the rim where the bladder would otherwise come in contact with them. Thus the new Preston-Davies tire is as securely fastened to its rim as was the old Dunlop—an ideal tire in this respect—and may be ridden without the smallest fear of detachment, even when quite deflated. It is also lighter than the former P. D. tire. The B. N. man saw the new tire taken down and the air tube removed. This occupied but a minute or so in the case of a detached wheel, and called for none of the violent efforts required to remove some tires. The replacement occupied a little longer, care being necessary not to nip the air tube between the wire rope and the rim. The new P. D. tire will, we feel sure, impress practical riders very favorably, now that both in neatness of appearance, as well as in high quality and efficiency, it ranks with the very best upon the market. The company will exhibit at the National Show. Three

travelers are just about to start on business tours—Messrs. Goodwin, Grinyer, and Haddock. Before leaving Townmead Works, Mr. Davies showed our representative the dog-cart fitted with 3-inch P. D. tires to its spider wheels. These tires have never punctured or required re-inflation, and although they have now been driven over 1,000 miles they remain as unscratched as when new. They are constructed on the same lines as the '94 tire. It is intended in some cases to fit them to wooden wheels, the appearance of which some people seem to prefer. Considerable business is anticipated in this branch of the company's business.—*Bicycling News.*

### YOST'S DOINGS.

The Yost Mfg. Co., of Toledo, are running full force in order to fill several very large orders already received for '94. Mr. Yost has perfected a new tire which is very simple and practical and which will be fitted to their machines exclusively. However, they will supply any tire that is wanted. A new handle-bar, which can be adjusted to any position desirable, will be another feature of their many styles to suit all sizes and ages.

Thorsen & Cassady are selling wheels cheap and selling lots of them.

## MONARCH CYCLE CO.'S PLANS.

The Monarch Cycle Company has done four times as much business this year as last and will greatly increase its business next year, turning out from 6,000 to 10,000 machines. Designs will be much the same. Regarding the great cut in the prices of Monarchs, Mr. Richardson says that the machines sold that way were old stock. As to the possible list for next year he would not say. "It is my opinion," said he, "that it would be far better to place the list at a figure that could and would be maintained, and that would prohibit price cutting. Why, do you know there is not a single wheel on the market that has not been cut this season. A man only had to put the amount of money he wished to expend in his pocket and he could secure a wheel, so-called high grade. We shall probably have a scale of prices next season for our different machines, and whatever our list, it will be maintained." The Monarch Company's retail store will be filled with a stock of sewing machines for the winter.

### A Questionable Proceeding.

A firm of cycle dealers, now defunct, with an office on Fifth avenue, was

guilty of an act which nearly placed the members in jail. The firm had sold a wheel to a South Water street man, taking in payment \$40 in cash and his note for \$75. When the note came due, the purchaser was called upon at once. He was unable to pay promptly, but assured the dealer that the money would be forthcoming very soon. The dealers again demanded pay, and in a threatening way, saying they would seize the wheel, which belonged to the purchaser's wife. That afternoon they called upon the lady and wheedled her into allowing them to take the wheel to show as a sample. They notified the gentleman that it was in their possession. He at once secured a check and presenting it was informed he would have to secure a guarantor for it, which he did. Upon learning the manner in which the wheel had been taken from his wife, he immediately started to swear out a warrant for common theft, which the proceeding certainly was. He was persuaded not to do so.

### Dunlop Removal.

The American Dunlop Tire Co., on Twenty-second street, New York,

will remove this week to 504-506 W. Fourteenth street, a large factory with floor space of over 25,000 square feet, having the latest type engine of 150 horse-power. The building is fitted throughout with electric lights and, as a preventative from fire, with automatic water sprinklers, and is in every way well suited to the Dunlop Co., having large accommodation in the rear for extension, although six to eight thousand tires per week can be shipped.

The company are sanguine as to the trade for 1894 and intend to create a Dunlop boom shortly. Having confidence in their latest production embodying every improvement possible and being thoroughly tested, they mean to make a bid for a very big slice of the high-class tire business.

### Morgan & Wright '94 Tires.

Morgan & Wright are experimenting with a non-puncturing device to be applied to their tires. It is not dissimilar to the English puncture-proof band principle, but is molded into the tire. The early experiments were not satisfactory, as the added matter deadened the tire. Later experiments have been more satisfactory and it is not at all unlikely the M. & W. non-puncturable pneumatic will be known as favorably the coming season as have all their tires in the past. Mr. Morgan is constantly striving to improve the tire and in a brand of Sea Island cotton lately secured is sure he has just the article for strength.

## SAME OLD STORY.



U. N. CERTAIN.—"I wonder what list price to make, and how much we can charge our agents for wheels next year?"

B. E. CAREFUL.—"Let's wait and see what —, —, and — are going to do."

H. E. KNOWS.—"Well, now, you'd better keep your eye on the Eagle Bicycle Company. They generally set the pace. At any rate, they did in '93, and some people predict they will in '94."

## THE "EAGLE" SETS THE PACE.



## THE PHILADELPHIA SHOW.

The Philadelphians are out with their prospectus and give the following list of firms that have already announced their intention of exhibiting at Philadelphia:

American Dunlop Tire Co.	H. A. Lozier & Co.
Buffalo Wheel Co.	League Cycle Co.
Buffalo Tricycle Co.	Metropolitan Cycle Co.
Bretz & Curtis Mfg. Co.	Pope Mfg. Co.
Gormully & Jeffery Mfg. Co.	Philadelphia Drop Forge Co.
Grand Rapids Cycle Co.	Reading Safety Bicycle Co.
Hartford Cycle Co.	Relay Mfg. Co.
Hartford Rubber Works.	E. C. Stearns & Co.
Hill Cycle Co.	Telegram Cycle Co.
Hickory Cycle Co.	Union Cycle Mfg. Co.
Hilliard Cyclometer Co.	Yost Mfg. Co.
Hart Cycle Co.	

## GEORGE CHAPMAN.

George Chapman is a member of the firm of the Chapman Hardware Co., of Toledo, Ohio, and the manager of their bicycle department. The firm does one of the largest jobbing businesses in America. They have for their line the Columbia, Sunol, Hartford, Hickory, Western Wheel Works goods, and a few others. George is a most congenial and business-like gentleman, and one of the few hustlers the cycle business is blessed with, and with his brother Frank has done a great deal to popularize the sport in Toledo. Mr. Chapman is not a racing man, but a very clever road rider and has taken part in two relay rides, making very creditable performance in each.

### Would Not Talk Prices.

Mr. Jeffery was met in his firm's exhibit at the Fair recently. To the query, "What will the list price be next year?" he replied, "I don't know, do you?"

"But surely you have an idea."

"No! none. I suppose whatever the big ones make it."

"But when is this question to be settled?"

"It will be settled only when some one of the large manufacturers issues his '94 catalogue, and that will not be until the cycle show, or possibly the first of January."

"Do you favor a reduction?"

This question was parried by a remark from the big manufacturer regarding the next cycle show.

"We favor Philadelphia. There are fewer outside attractions there and far more business will be done. It is Philadelphia's by right and precedent."

### Making the '94 Union.

The Union Cycle Mfg. Co. started up October 9 with a full force of hands, and the parts for the '94 model will be rapidly pushed forward. A beautiful machine is promised, lighter and more in conformity with the prevailing ideas. The marvelous record for strength which the Union P. D. Q. has attained will not be lost sight of in the newcomer. The Union Co. place strength as first on the list of desirable qualities which a wheel should possess, and Union riders of '93 can rely on the '94 machine coming up to their most sanguine expectations.

### An Expensive Reduction.

A local manufacturer's representative at the World's Fair claims that it cost his concern \$114.60 an ounce, or about \$19,000, to reduce their machine from 38 pounds to 27 pounds, all of which probably refers to the amount it cost them to start manufacturing an entirely new model wheel, for the two don't compare in any way.

### Weights of '94 Wheels.

"Wheels," said a man of experience in cycle manufacturing, "will be much lighter in '94 than in '93 and we will see road wheels guaranteed to carry 200 pounds and weighing only twenty-six pounds. The same wheels, with racing tires, will weigh twenty-three pounds. Yes, it is possible to build wheels of that weight that will do the work. Why, next season all

high-grade wheels—that is wheels that sell at \$150—will have to weigh under thirty pounds. Our road wheel will weigh twenty-six pounds and our ladies' wheel, all on, only twenty-eight pounds. These, I am sure, will be about standard weights."

### Prince Wells.

Prince Wells was a visitor in Chicago Monday and Tuesday. Prince came to Chicago on a successful hunt for more Ramblers. The bicycle trade in Louisville is not dead and Ramblers are as good as gold, but all must have copper rims.

"There has been little price cutting in Louisville this season," said Wells, "but about 500 wheels have been sold at auction. This has not hurt our trade materially."

Regarding a race meet for '94, Mr. Wells says that the jockey club track will be secured for '94 and a big meet held. The division races in Owensboro will be held on a half-mile track, which is one of the fastest in the state.

### Bicycle Firm in Trouble.

PHILADELPHIA, PA., Oct. 24.—The Common Sense Bicycle Mfg. Co. has filed an assignment for the benefit of creditors to Frank W. Parvin.

### PICK-UPS.

Frank Fairburn, of Erie, is in the city.

Cycling is growing in Russia, the land of the Czars. Only English and German machines are sold there.

A. L. Garford, the saddle man, was in Chicago last week for business and sightseeing at the World's Fair.

"Ask me something easier," said Horace Bell, when asked what wheel or wheels he would handle another season.

Tire manufacturers have lately been required to fill out and forward to the Secretary of State certain papers stating that they are not members of a trust.

The Winton Cycle Co. will build all their machines the coming season on the lines of their racer, which has had such remarkable success on the path.

B. B. Emery, of B. B. Emery & Co., Boston, one of Boston's leading cycle salesmen, is in Chicago. Mr. Emery sold over 150 Fowlers last season.

The Snell Cycle Fittings Co. are receiving many orders for their specialties and have rented an additional factory so as to be able to fill orders when the time comes.

The Quadrant Cycle Co. are having daily inquiries regarding the puncture-proof band for which they have the agency in this city. These bands add eight ounces to the weight of the tires.

Will C. Paine, of Evansville, Ind., mourns the loss of a '92 Century Columbia, which was stolen from him October 14. The number of the wheel was either 3,340, 3,714, or 3,728.

Cycling commissionaires are competing with the telephone and telegraph in Paris. They run rapidly between the Bourse, opera house, Bastille, and the boulevard Saint Germain. Their charge is 15 cents.

The Gendron Iron & Wheel Co. have a tire of their own design which they will use exclusively the coming season. They have also decided to list their machines at \$135, and they will be strictly high grade in every respect.

E. G. Eager, H. A. Lozier & Co.'s representative, is in the city enjoying his vacation. Lozier & Co. will have their '94 samples ready by November 1, when the traveling force starts out. Sid Black goes into the extreme southern territory.

The New Departure Bell Co. and John H. Graham & Co., hardware and manufacturers' agents, at 113 Chambers street, New York, have been given the exclusive agency in the United States for Joseph Lucas & Son's famous bicycle lamp.

The Peerless Mfg. Co., of Cleveland, Ohio, have decided to use wooden rims altogether on their racers and road racer and will use steel rims on their roadsters. Mr. W. A. Neff, the manager, is highly pleased with the prospects for a good season.

The St. Louis Refrigerator & Wooden Gutter Co. is meeting with so great a demand for Lu-mi-num safeties that there is a strong probability no traveling men will be sent out this season. L. W. Conkling's desk is piled high with unanswered mail, and he is engaged in a vain attempt to find bottom.

The Toledo Bicycle Co. have completed their new models for '94 and will run their full force next week. They have a beautiful wheel for next year and some new features. Among them is an adjustable seat-post which can be tilted in any position to suit the rider. Their past reputation for building wheels that will stand up will again be found in their next year's wheels.



## TWO GOOD STORIES.

Nowadays when an inquisitive man asks Sam White, of the Monarch Co. exhibit, how many medals were awarded Monarch wheels, he invariably tells them, "Seven—one for each wheel." Behind this is a story quite worth telling, in which "Bob" Lennie figures. Bob is well known to every cyclist and cycle dealer of any consequence at home and abroad. He was doing the cycle exhibit recently and in his rounds called upon White, whom he at once saw did not recognize him. Said Bob, as he slipped his hat down close to his eyes, and took off the countryman to perfection, "What are them there awards, Mister?"

"Why those are medals that the bicycle got in competition," said White innocently, amused at his questioner's nasal twang.

"How many of these here wheels got medals?"

"Three," said White, pointing out the three wheels.

"Well, say, Mister, why didn't the others get medals too?"

"Well, they didn't, as only these three got medals."

"Well, if them there three got medals I don't see why the others didn't get them too."

White laughed at the supposed granger as he walked along to the next exhibit. Later on, he discovered who the fiery haired granger was and kicked himself for a sucker.

This incident is quite in keeping with the visit of P. O. Rudy and Major-General Dorr to the Monarch Co.'s retail store last summer, before price-cutting was in vogue and every wheel was supposedly selling for full list. C. C. Meade did not recognize the distinguished members of the cycle trade and spent two valuable hours of the afternoon answering the great array of "dampnuhl" questions the professed-to-be grangers fired at him. Being prospective customers he laid himself out to please and finally cut the price for cash to \$130 for each wheel, at which the grangers "declared to goodness that was cheap, and when they got back from 'Injianny' they would surely buy." Meade was wild when told of the sell and professed to have known the visitors all along.

## NOTES FROM THE FAIR.

Sam White placed a thirty-five-pound wheel in the front ranks of his exhibit and labeled it eighteen pounds." He immediately had a crowd around, that being the lightest wheel (apparently) at the show. It was but a very short time before all the other exhibitors had heard indirectly of the Monarch Co.'s light racer.

One of the exhibitors in the English section at the World's Fair said Saturday, "THE BEARINGS is a real treat to us, as it arrives promptly on Friday, while other papers do not reach us until Monday, sometimes Tuesday, and too often Wednesday."

German makers should be proud of their tandems, if all are as light and handsome as those at the World's Fair exhibited by Adam Spel and Kleyer Hemrich. And by the way, both of these exhibits are marked, "For sale, no reasonable offer refused."

W. H. Ennsforth, of the Lozier exhibit, had a call recently, for a "bicycle with two wheels behind and one in front."

"But that's a tricycle," said he.

"But I don't want a tricycle, I want a bicycle," said the caller, and because he could not get it, he left in a huff.

In the Kenwood exhibit is a single rear wheel fastened by the hub to the wall. On the sprocket-wheel hangs a chain with two front sprocket-wheels loose inside. As the large wheel revolves, these sprocket-wheels are revolved by the chain. This is a great curiosity, and spectators insist on handling the chain, when the sprocket-wheels are apt to drop out. Rudy has adopted the plan of covering the chain with oil, and dudes who now handle the chain bear away soiled gloves or fingers. Tuesday last a dude, with whom was a lady, handled the chain, soiled his fingers, and all down the aisle was rubbing his soiled fingers on the railings, his lady, meantime, smiling over her shoulder at Rudy and laughing at her discomfited escort, who was vainly trying to rub off the black on the railings.

## Palmer's Hose—Not a Tire.

John Palmer's patent covers fully both pneumatic tires and tubing. He will shortly show a fire hose which can be sold for less than the regular hose and will stand nearly twice the pressure without bursting. It is also much lighter, weighing about one-half as much as other hose. The only test that has been made, did not burst the hose but blew the plug out of the end under 625 pounds pressure.

## Time Almost Up.

The cycle exhibitors at the World's Fair resemble, now-a-days, men who are about to complete a six months' sentence in jail. They are tired of the steady diet of questions from curious people and are anxious for a change. Many are traveling men of long standing, and the sitting down in one place for so long a time has lost its novelty and become an anything-but-pleasant task.

## Afraid of Prices Going Down.

"Since last talking with you," said a prominent exhibitor, "my opinion that the price would remain \$150 has been shaken to the very roots. I'll tell you what I think now. I think the manufacturers are going to put up dummies. That is: They are going to manufacture a line of wheels to list at \$150 just to keep up the tone, and will make the line they expect to sell to list at less. I said our wheel (the Cleveland) would list at \$150. It will list

as high as any wheel, and that's the best I can say. It's cloudy, very cloudy, is the price question, and I'm not at all sure, as I was, that high-grade wheels will list at \$150."

## All go to See "Pop."

"Pop" Field, in the Sterling exhibit, is rushed to death by "Sterling" riders, who can not rest until they have told him all about the Sterling they rode all season, and which is "just as good as the day they got it." "Pop" has a host of friends. Last Sunday he escorted a party of World's Fair visitors around the city parks; among them was Miss Robb, daughter of the Secretary of State; J. H. Coleman, Andrew Lummpp, and F. S. Killins.

## Canadian Wheels.

TORONTO, ONT., Oct. 17.—If some inventive genius could construct a bicycle that could be ridden on the water without danger of upsetting or sinking, what a boon to humanity it would be. Picture a water meet in your mind, with a little breeze blowing and seven men coming down the stretch in the five-mile championship! If we don't have such a bicycle in the near future it will be a great disappointment, for the improvements must keep pressing forward. Why, I shouldn't wonder but that in a few years all we will have to do will be to place our hands on the handle-bars and our feet on the pedals; and how we would soar through the air!

The newest of Canadian wheels are the Lochrie pacer and the chainless safety. The former machine works on the lever plan, working the feet up and down. It seems to work comparatively well, though there are few in existence. The contrivance can be placed on any safety by removing the pedals and chain. The chainless wheel is a simple invention and one which seems to meet with general approbation, though I believe no records have been broken with it as yet.

## AMERICAN RECORDS TO DATE.

### Track Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile standing start	:31 1/2*	George C. Smith	Hartford, Sept. 6, 1892
1/2-mile standing start	1:00 3/4*	H. C. Tyler	Springfield, Sept. 14, 1893
3/4-mile standing start	1:41 1/2*	George F. Taylor	Springfield, Sept. 15, 1892
1-mile standing start	2:14 3/4*	W. C. Sanger	Hartford, July 4, 1893
1-mile standing start	2:08 1/2*	W. C. Sanger	Springfield, Sept. 12, 1893
2-mile standing start	4:51*	A. A. Zimmerman	Springfield, Sept. 13, 1892
2-mile standing start	4:31 3/4*	W. C. Sanger	Springfield, Sept. 14, 1893
3-mile standing start	7:38 3/4*	L. D. Munger	Evansville, Oct. 6, 1892
3-mile standing start	7:31*	Frank Waller	Indianapolis, July 5, 1893
3-mile standing start	7:15 3/4*	John S. Johnson	Minneapolis, Aug. 18, 1893
4-mile standing start	10:13 1/2*	L. D. Munger	Evansville, Oct. 6, 1892
4-mile standing start	10:12 1/2*	C. T. Knisley	Chicago, July 11, 1893
5-mile standing start	12:36 3/4*	A. E. Lumsden	Evansville, Oct. 6, 1892
5-mile standing start	12:04 1/2*	H. C. Wheeler	New York, Aug. 26, 1893
6-mile standing start	15:15 1/2*	J. W. Linneman	Chicago, Aug. 12, 1893
7-mile standing start	17:43 3/4*	J. W. Linneman	Chicago, Aug. 12, 1893
8-mile standing start	20:24 1/2*	J. W. Linneman	Chicago, Aug. 12, 1893
9-mile standing start	22:52 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
10-mile standing start	25:32	J. W. Linneman	Chicago, Aug. 12, 1893
15-mile standing start	38:05 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
20-mile standing start	51:18 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
25-mile standing start	1:04:34 3/4*	L. S. Meintjes	Chicago, Aug. 12, 1893
30-mile standing start	1:17:56 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 3/4*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Best Track Records Against Time or in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
1/4-mile flying start	:25 1/2*	H. C. Tyler	Hartford, Sept. 4, 1891
1/4-mile flying start	:27*	A. A. Zimmerman	Hartford, Sept. 6, 1892
1/2-mile standing start	:29 1/2*	H. C. Tyler	Springfield, Oct. 9, 1893
1/2-mile standing start	:30 1/2*	E. A. Nelson	Hartford, July 4, 1893
1/2-mile flying start	:37 1/2*	John S. Johnson	Minneapolis, Oct. 21, 1893
1/2-mile standing start	:39 3/4*	John S. Johnson	Minneapolis, Oct. 24, 1893
1/2-mile flying start	:56 3/4*	W. W. Windle	Springfield, Oct. 3, 1893
1/2-mile flying start	:57 1/2*	W. W. Windle	Springfield, Oct. 8, 1892
1/2-mile standing start	1:01*	H. C. Tyler	Springfield, Oct. 11, 1893
1/2-mile standing start	1:01 1/2*	A. A. Zimmerman	Hartford, Sept. 8, 1892
3/4-mile flying start	1:26 3/4*	W. W. Windle	Springfield, Oct. 11, 1893
3/4-mile flying start	1:30 1/2*	W. W. Windle	Springfield, Oct. 7, 1892
3/4-mile standing start	1:28 1/2*	H. C. Tyler	Springfield, Oct. 21, 1893
3/4-mile standing start	1:34*	W. W. Windle	Springfield, Oct. 5, 1892
1-mile flying start	1:56 1/2*	W. W. Windle	Springfield, Oct. 11, 1893
1-mile flying start	2:02 3/4*	W. W. Windle	Springfield, Oct. 7, 1892
1-mile standing start	2:00 1/2*	H. C. Tyler	Springfield, Oct. 11, 1893
1-mile standing start	2:05 1/2*	W. W. Windle	Springfield, Oct. 8, 1892
2-mile flying start	4:15*	H. C. Tyler	Springfield, Sept. 29, 1893
2-mile standing start	4:28 3/4*	W. W. Windle	Springfield, Sept. 30, 1892
3-mile standing start	6:45 1/2*	L. S. Meintjes	Springfield, Sept. 11, 1893
4-mile standing start	8:57 3/4*	L. S. Meintjes	Springfield, Sept. 11, 1893
5-mile standing start	11:06 1/2*	L. S. Meintjes	Springfield, Sept. 11, 1893
6-mile standing start	13:43 1/2*	L. S. Meintjes	Springfield, Sept. 14, 1893
7-mile standing start	16:05 1/2*	L. S. Meintjes	Springfield, Sept. 14, 1893
8-mile standing start	18:26 1/2*	L. S. Meintjes	Springfield, Sept. 14, 1893
9-mile standing start	20:46 3/4*	L. S. Meintjes	Springfield, Sept. 14, 1893
10-mile standing start	23:04 3/4*	L. S. Meintjes	Springfield, Sept. 14, 1893
15-mile standing start	34:37*	L. S. Meintjes	Springfield, Sept. 14, 1893
20-mile standing start	46:07*	L. S. Meintjes	Springfield, Sept. 14, 1893
25-mile standing start	57:40 3/4*	L. S. Meintjes	Springfield, Sept. 14, 1893
30-mile standing start	1:17:56 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
35-mile standing start	1:31:02 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
40-mile standing start	1:44:11 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
45-mile standing start	1:57:33 1/2*	L. S. Meintjes	Chicago, Aug. 12, 1893
50-mile standing start	2:11:06 3/4*	L. S. Meintjes	Chicago, Aug. 12, 1893

### Road Records in Competition.

DISTANCE.	TIME.	NAME.	PLACE.
10 miles	27:26	James Willis	Newark, N. J., Sept. 9, 1893
15 miles	43:18	W. B. Hurlburt	Detroit, June 24, 1893
20 miles	1:57:46	W. B. Hurlburt	Detroit, June 24, 1893
25 miles	2:06:10	Frank Waller	Detroit, July 22, 1893
50 miles	2:32:20	F. A. Foell	Buffalo, Aug. 26, 1893
100 miles	5:37:15	J. W. Linneman	Buffalo, Oct. 22, 1893

\*World's Records.

†Not yet accepted.

‡Professional.



## RALEIGH CYCLE CO. PROGRESSING.

The Raleigh Cycle Co. are progressing. They have moved from their old quarters to the premises at 2,081 and 2,083 Seventh avenue, New York, lately occupied by the American Ormonde Cycle Co., which is one of the most magnificently fitted places for a cycle concern in the country. Mr. Frank Bowden, managing director of the company, who has been in this country for some six weeks, was so much pleased with the progress of the American business that he was at once in for branching out extensively. It was to this end that the new quarters, on which Manager George S. MacDonald has long had his eye, were taken, and now the company is in position to properly take care of the manufacturers' supply department of their business. They have secured control for this country of the goods of the following firms: Middlemore, Lampaugh & Co., D. Mason & Sons, and J. B. Brooks & Co., and are in position to quote bottom prices on the goods. In addition to having the goods of these firms, they are in position to quote the lowest figures on tubing in large quantities, forksides both weldless and braised, ball heads, Southard cranks, and pedals, both rubber and rat-trap. They will be represented on the road by Messrs. M. G. Peoli and A. Flavell. The manufacturing department will be, as in the past, under the direction of James Cawlood.

## RALPH TEMPLE ON TRADE.

"How has my business been this season?" said Ralph Temple, in answering a query. "It has been the best of my life. Of course the retail business has not been much, but the wholesale business has been good all along, and will be larger next season, you bet."

"What will the list price on Halladay-Temple Scorchers be? I don't know, but it will be the highest price and conform with the list of other good wheels."

"Will it be \$150?"

"Well, I hardly think that price will be advisable, for it will only result in price cutting. The public expects a lower price and will hardly stand the old price. To my mind it would be far better to make the list \$125 to \$135 and hold that price, than to make it \$150 and have to cut to sell."

"But some of the manufacturers have already placed their list price at \$150 and declare that will be their list in spite of what others can do."

"Yes, but those are the people who are always among the first to cut," and Temple smiled and assured the interviewer that Temples in '94 would be greatly improved and in every part as high grade as it is possible to make them.

## THE CURTIS-CHILD MANUFACTURING CO.

PHILADELPHIA, PA., Oct. 23.—One of the most important deals that has ever taken place in the bicycle business in this city was consummated last week when the Bretz & Curtis Mfg. Co. applied for an amendment to their charter to change the name of the concern to the Curtis-Child Mfg. Co. This was caused by the accession of A. Kennedy-Child, who had bought in three-fourths of the capital stock of the concern and who has been elected president of the reorganized concern, while George E. Curtis, the former president, becomes vice-president, and Bretz retires entirely. Curtis will, as formerly, look after the business of the concern at home, while Kennedy-Child will spend most of his time on the road looking after trade, taking the place of W. M. Perrett, who has represented them so long and faithfully. The latter is feeling not a little disappointed and put out over the affair, inasmuch as he has recently refused several offers from rival concerns in order to stay with the Philadelphia house, on their assurances that his situation would be permanent. He will not look long for a place, for his abilities as a salesman are too well known.

## Watch for This Bicycle Thief.

EDITOR THE BEARINGS: A party giving his name as James S. Why, H. S. Folsom, and we do not know how many other names, in some way secured a letter-head and has forged a recommendation or letter of introduction, purporting to be given by us. He has presented this in various places, and on the strength of it has secured the loan of bicycles. After getting them he has pawned them and left the place. He is a young man from twenty-two to twenty-five years of age, and has a scar on his chin. We take this means of notifying the dealers throughout the country in hopes the party may be caught, and if he is found we should be pleased to have information given to us at once, and have him detained. Any notice that you may give us in this matter we should appreciate. Yours respectfully,

THE PROVIDENCE CYCLE CO.,  
Per Edward A. Godding, Treasurer.

PROVIDENCE, R. I., Oct. 19.

## Seig's Startling Sales.

The C. H. Sieg Mfg. Co. sold wheels last season in every state and territory in the Union with the exception of Arizona, and have a deal on now in that territory. This company made no pretensions to being a jobbing house the past season and the wide range of the business done is really surprising.

## Mr. Nisbet's Opinion of American Trade.

While J. R. Nisbet, editor of the *Scottish Cyclist*, was in the United States he visited the plant of the Pope Mfg. Co. and was much surprised at the size of it. He expressed his astonishment that the duplex stop stay, the cup and cone bracket, a driving-chain with oil reservoir contained in a piece

of felt within the links, and the elliptical sprocket—all of which have been tried and discarded by English makers—were in use in this country. "There is no room in America for the casual English dealer in cycles," says Mr. Nisbet. "The cheaper American-made machines are already retailing at \$80 to \$100, while the better class will be reduced to from \$125 to \$135—a big drop from \$150 and \$175. Even at the new prices the makers must have handsome profits. Labor is not so dear in the country districts as we in Britain suppose; while labor-saving appliances in all departments are perfected beyond our knowledge. That is patent in our own home factories, where American-made automatic machinery is gradually creeping in. Ground rental is low, too. When British makers have paid the heavy duty, they start no more than level with the home makers, who must beat the British in the race commercially, with, as they have, all their forces at hand. There is still good opportunity for the topsawyers of the British racing path; but even that can not last. Those who have made a large American trade may best maintain it. Those who have done business in a small way may make up their minds to it dying off. The demise will be more sudden in the northern and western than in the southern states, but it will be hastened everywhere by the terrible state of trade. In the cycle trade here failures are now of daily occurrence. I question if last season's English experience was worse than this in America."

"It is evident that the Snell Co. have started in the nick of time; but they can not supply all the demand, and there are very few others (excepting importers) who have a finger in the pie. English tube is still in great demand. American makes have not yet given satisfaction. Like cycle makers, tire makers must be on the spot, and manufacture here under their American patents."

## Recent Patents.

- 506,276. Pedal for velocipedes; Edward L. Shultz, Springfield, Mass., assignor to the Warwick Cycle Mfg. Co., same place.
- 506,313. Spring frame for bicycles, tricycles, etc.; George W. Gardiner, Bishop-Auckland, England.
- 506,409. Ball bearing; Harold R. Wellman, Duluth, Minn.
- 506,424. Tire; Alfred Ducasble, Paris, France.
- 506,430. Wheel; Charles F. Harrington, Lyndhurst, N. J., assignor to McKee & Harrington, New York.
- 506,454. Bicycle; Crayton A. Woodbury, Rutland, Vt.
- 506,477. Means for carrying headlights on velocipedes; Preston-Davies, London, England.
- 506,495. Bicycle jack; William H. Hart, Jr., Philadelphia.
- 506,508. Vehicle wheel; Luther C. Jaques and George F. Kester, Spokane, Wash.
- 506,510. Saddle for velocipedes; Geo. S. Karr, Toronto, Canada.
- 506,550. Pneumatic tire; Albert J. Rosentreter, Rochester, N. Y., assignor of one-half to Edward Schirck, same place.
- 506,594. Pneumatic tire; William C. Kepler, Flowerfield, and Frederick A. Wagner, Three Rivers, Mich.
- 506,600. Bicycle support; James Marks, Bayonne, N. J.
- 506,616. Spindle bearing; George H. Allen, Fall River, assignor to George Draper & Sons, Hopedale, Mass.
- 506,626. Bicycle; Alexander H. Clark, Fond du Lac, Wis., assignor of one-half to Louie H. Clark, Denver, Colo.
- Trade-marks. 23,687. Sweaters; William Thomas Pitchers, Godalming, England; essential feature, the word "Charterhouse."

## THE "PERFECT" POCKET OILER—(IMPROVED PATTERN)

Is the result of evolution. It is the outcome of five years' experience in making oilers, and is today the tightest and cleanest oil can in the world. Does not leak. Regulates the supply of oil to a nicety. Look out for imitations.



One-Half Actual Size.

Price 25c. each, handsomely nickeled.

CUSHMAN & DENISON,

172 Ninth Avenue, New York

## Pump Holders.

## Oiler Holders.



We make a small size holder to carry the above oiler on your wheel. Also a larger size holder to carry your pneumatic pump. Easily attached to any wheel.

Price 25 cents each. Handsomely nickeled.

CUSHMAN & DENISON,

172 Ninth Ave., N. Y.

## HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.

GEO. W. HEARTLEY, Toledo, Ohio,

Manufacturer of Cycle-making Machinery and tools.

Special Patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels. Punches, Presses and Dies and Drop Forging Dies, etc. The New Ideal Self-Oiling Adjustable Punch Chuck. Famous Roller Power Welding and Forming Machine, for Welding Tires on all Irregular Shaped Work; forms Mud Guards and Drawing Brace Ends, etc. Rim Roller and Truing Machines. Rim Sizing and Truing Tables. Rim Punches, special for Punching Rims. Press to Force Sprocket Wheel on Pedal Crank Shaft, and pressing in ball racer cups, special Spoke Heading and Threading Machine. Wheel Vices and Special Tools. Beaver Valley Gas Furnace for heating to Weld and Braze, etc.

MENTION THE BEARINGS



## EXHIBITIONS AND "FIXITY OF PATTERN."

An argument which was raised during the "show" discussion a year ago, and has again been brought forward at the present time, was that the established makers desired to secure "fixity of pattern," and that this would be prevented by the annual holding of an exhibition. By "fixity of pattern" was meant, we take it, the adoption of a design which, for manufacturing purposes, would be adhered to for several seasons without alteration, with a consequent stoppage of all advance in cycle construction and resulting loss to the riding public. From the point of view which we take of the subject, however, we arrive at a diametrically opposite conclusion than those who advanced this argument in favor of annual exhibitions, and believe not only that exhibitions do nothing to prevent the establishment of "fixity of pattern," but that, on the other hand, they prove a very strong factor in bringing it about. It is, we think, generally recognized that the trade lead the public by a sort of reflex action quite as much as the public lead the trade in the recognition of standards, and we have no better instance of this than in the case of the very show which was the cause of raising this cry about "fixity of pattern." At the show a couple of years since, many makers,—and among them some of the largest in the trade,—working on their experience of the previous year, introduced for the following season patterns of their own of various types more or less akin to those which had been well proved by them in the past. When the exhibition opened, however, it was found that some fifteen or twenty firms had for their new patterns machines almost identically alike—in other words, almost facsimile copies of the "Humber." The result was magical. Said the sapient British public, "If so many firms have adopted the same thing it must be right," and forthwith would have nothing else, and many thousands of pounds loss was occasioned to those makers who, relying on past experience, had placed large stocks of other patterns in hand, insult being heaped upon injury at the same time by those interested in the show, who forthwith branded these unfortunates as "out of date." Here, it is true, the result of the show was to destroy any approach to "fixity of pattern" so far as individual firms were concerned, but at the same time it introduced what, so far as both trade and public are concerned, is far worse, viz., universality of pattern.

It has been said that it is the introduction of new patterns by small firms at shows which will prevent fixity of pattern among the larger houses, but we venture to assert that had the present type of machine, good as it undoubtedly is, been introduced by a small or unknown house, while it might have been the means of increasing that maker's business, it would have had no serious influence on the patterns of other houses, at any rate for a season or two. Indeed, however much fixity of pattern may be desired by the trade—and within certain limits we do not think it is so desired—we

look upon it as impossible of attainment under the existing conditions of the trade, quite apart from the existence or otherwise of exhibitions. As a matter of fact, the competition in the cycle trade at the present day is far too keen to permit of any such thing as fixity of pattern existing long, and left to itself the trade may be depended on in its own interest to keep the wheel of improvement rolling steadily. It will be, we think, admitted that without a show to cause any one type to be "fashionable" all at once to the exclusion of all others, any firm introducing a real improvement will benefit its own trade. It follows, therefore, that if the men of ideas in connection with any one house devise some new and striking machine, which in the opinion of the business men who have charge of the interests would prove a good thing, no consideration of fixity of pattern in their own or other makers' machines will induce them to keep it back, but they will place it on the market in the best way they are capable, and push it for all they are worth; and if the new idea is a real improvement it will make its way, and other makers will in their own defense have to meet its influence on their own trade with similar or fresh designs. The difference will be this, that in place of many makers being obliged to sacrifice valuable stock, and alter their patterns at a time when they ought to be sending out machines, owing to the sudden caprice of the public caused by a show, and of the introducers of the good things which "catch on," finding themselves with competitors from the moment they display their wares, firms in introducing new ideas or making fresh patterns to compete with new introductions, will do so at times when the doing will be most convenient and least costly to themselves, for surely, however much improved machines may be a gain to the public, it can not be to the public interest that serious loss must be forced on manufacturers by their introduction.

So far as universality of pattern, which is the tendency of shows, goes, it is directly to the immediate benefit of the manufacturers, but not to the ultimate benefit of the trade or of the public. With a settled universality of pattern those manufacturers with establishments at work will be largely enabled to cheapen their production by the completion of large quantities with the same tools; but this very facilitation of production, while it would result at first in larger profits to those in the trade, would eventually result in the cheapening of machines to the public, which would be a gain, but which would inevitably be accompanied by the introduction into the trade of many new firms with no ideas, no knowledge of what is wanted in a cycle, and no consideration of the fact that a cycle carries a man's life as well as his mere body; machines, though cheapened, would be thrown together, and a state of things would be arrived at which is devoutly not to be desired—indeed, we have already experienced a slight taste of this already. No, cycle exhibitions, while preventing fixity of pattern (other than the one in fashion) with individual firms, all tend to universality of pattern, which is a worse evil.—*The Cyclist*.

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# THE BEARINGS

Vol VIII  
No 14

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOV. 3, 1893.

## A HARVEST OF RECORDS.

**Johnson Upsets the Record Table in Great Style at Independence—Most of the Short Distance Times are Now His—Details.**

INDEPENDENCE, IOWA, Oct. 26.—The Stearns aggregation, eleven strong, left Minneapolis last Tuesday night and had an enjoyable (?) trip to this little city. The Minneapolis train brought the riders to Oelwein, a one-horse town, where a stop-over was made. At 11 o'clock the next day they took a freight train to ride the intervening sixteen miles to Independence. After a three hours' journey the outskirts of the town were reached and a stop was made. Here the train laid by for an hour and the party would have doubtless been there yet had not some Independence wheelmen come down to see Johnson.

A visit was made to the famous kite-shaped track yesterday and many were the exclamations of astonishment and delight. A finer track would be hard to find. The surface is like a floor and is kept in perfect condition. The track is wide enough for fifteen men to ride abreast on it without the least difficulty. A slight down grade on the home stretch helps things wonderfully. The turn is so long that it is hardly noticeable and the quadruplet can negotiate it with perfect ease. And the home stretch! A finer one was never made. A half-mile straightaway could be measured off on it and there would be room to spare. If Zimmerman, Windle, Johnson, Sanger, Tyler, and the other cracks could be brought together in a mile race here it would be the most exciting finish ever witnessed in a cycle race.

### The Pooh-Bah of Independence.

The owner of the track, C. W. Williams, is the Pooh-Bah of Independence. Besides this valuable piece of property he owns the street railway, the opera house, the leading hotel, and is interested in all public improvements in the town. With all this, he is a very unassuming fellow. A young man thirty-seven years of age, not dudish in his dress, and popular with all the horsemen, he enjoys life in his own way. He rides a wheel and thinks a great deal of Johnson. He has tendered the wheelmen the use of his track and has provided them with a cosy little house for training quarters. At present there are about 200 horses here, but they do not interfere with the riders, and the horsemen are not prejudiced against bicycles as they are in most cases. Those who have doubted Johnson's record of 1:56 3-5 should come to Independence and interview some of the horsemen. They are all astonished at the way the record has been doubted, and the recent story that Johnson had denied his record made Mr. Williams very warm under the collar. It is foolish to believe that the record was faked, for at least twenty watches, held by expert timekeepers, are held on every race, and the same crowd here at present witnessed Johnson's record breaking last year.

Johnson will be sent for the standing and flying quarter, the standing and flying half, the two-third mile, standing start, and the flying mile. If he does succeed in breaking any records here they will be accepted, for great care is taken, at every attempt, to make out the proper papers and obtain the proper signatures. The pacemakers are having a very dull time here. Pool-playing and cards take up most of the time. All the boys are becoming great readers and the team carries a circulating library around with it. Johnson amuses himself by practicing upon a tin whistle. He has already learned "Home, Sweet Home," and if the others don't kill him soon, he will have added "After the Ball" to his repertory.

### First Crop of Records.

INDEPENDENCE, IOWA, Oct. 27.—Today dawned bright and clear and the slight frost that fell during the night cooled the air and made overcoats comfortable. Toward noon it became warmer and the Stearns aggregation got out on the track for a warming up. The track was yet soft from yesterday's rain, but men were at work on it and it was in fair condition. The triplet team went for a flying quarter and did it in :28 3-5 and then the big quadruplet and Johnson came out. By this time a miniature gale was blowing down the first quarter stretch. Johnson was feeling well and so the pacemakers started with him for a flying quarter. As the only available stretch was the first quarter, and as it had an eighteen-inch up grade, it was not thought that Johnson could do anything, so the proper officials were not ready for the trial. But that quarter was the fastest ever ridden

by a man on a bicycle. The "quad" had its work cut out for it, and Johnson was pulled along as if by a locomotive. He managed to run up even with Knisely, but couldn't pass the machine. The time of the quadruplet, as caught by a group of horsemen waiting to exercise their horses, was :25 2-5, beating Tyler's :25 4-5. Johnson's time was not caught, but it must have been one-fifth of a second better.

This attempt, while not official, showed that Johnson was in prime condition and he wanted Eck to go on with the trials. It was dinner time and Eck, glancing at the cloudless sky, decided to wait until after dinner before making the official attempts. But he had forgotten to send the weather man an invitation to see the record breaking and the latter in revenge sent out a host of clouds. The wind still continued in the same quarter, but the lowering skies warned the men to hurry. The standing quarter was first attacked, and Johnson, again paced by the "quad," skated along the smooth surface of the finest track in the country. While he did not succeed in breaking the record, he did :29 1-5, tying the record made by Tyler at Springfield, Mass., October 8. By the time Johnson had had a rub-down the long-threatened rain fell. However, a hurried attempt was made on the flying quarter, but the wind had changed and no longer blew on Johnson's back. The best he could do was :27 3-5.

### Second Crop.

INDEPENDENCE, IOWA, Oct. 28.—Johnson showed his speed capabilities today when, on a soft track and on a cold day, he broke Zimmerman's flying quarter-mile record of :27, lowering it to :25 4-5. True, Tyler is credited with doing a quarter in competition at Hartford in the same time, but Tom Eck claims that this will not be allowed, as it was not properly made. He says that only one watch was held on Tyler, and that the timer could not see Tyler's front wheel at the beginning of the quarter and timed from the Springfield boy's head and caught the finish by his front wheel. Then Eck claims that the quarter was short. He says that one member of the Racing Board has informed him that Tyler's record will not be allowed.

It would be hard to find a more unsuitable day for records than today was. Jack Frost laid his icy fingers on this portion of the country last night and the thermometer was hovering dangerously close to the zero mark when Johnson was sent for records this afternoon. It was so cold that all the pacemakers wore stockings and heavy sweaters. The track was soft and fully a second slow on the quarter. But the wind was in the right quarter, and to test it Bird, Doner, and Burt, the triplet team, were sent for the quarter-mile triplet record, making :26 1-5, world's record for this type of machine. Satisfied with this performance Eck sent Johnson, paced by the quadruplet, up the home stretch for the flying quarter. The first attempt was clocked in :26 flat, but this did not satisfy Johnson and another attempt was made. This time it was more successful, and :25 4-5 was the time announced. The "quad's" time was also caught and :26 was the new record.

### An Unsuccessful Attempt.

The wind continued in the same favorable quarter, and Johnson then went for the new flying half-mile record of :55 4-5, made by Windle this week. The triplet set the pace for the first quarter, and it was a rattling clip. "Twenty-six and three-fifths," yelled Eck, as the quadruplet shot to the front and more speed was put on. The third was reached in :38 flat, one second outside record, and here the four men on the "Yellow Fellow," wearied by the other rides, slackened pace and a couple of valuable seconds were lost. On the turn Johnson jumped and worked like a Trojan to get within the required time. His efforts were fruitless, however, and the watches clicked at :57 flat.

C. F. Tucker, who refereed Johnson's 1:56 3-5 last year, acted in the same capacity today; W. Littlejohn was starter, and the timers were horsemen who have been timing trotting races here for the last five weeks. They were M. Curnan, Frank Trask, J. W. Mener. The judges were Colie Bell, of Minneapolis; R. A. Campbell, of Independence, and THE BEARINGS representative.

### Third Crop.

INDEPENDENCE, IOWA, Oct. 30.—Here are records for you:

Quarter-mile flying start.....	:25 2-5
Quarter-mile standing start.....	:29
Third-mile flying start.....	:35 1-5
Half-mile flying start.....	:55

It does not often fall to the lot of ordinary man to break four bicycle



records in one day but John S. Johnson, the western whirlwind, accomplished this feat today and also came within two-fifths of a second of the half-mile standing start record. This is one of the red-letter days in Johnson's cycling experience. The first one was last year, when he did his mile in 1:56 3-5; the second was when, before thousands assembled at Chicago, he defeated the mighty Zimmerman in the five-mile championship.

Old Sol stuck his head above the horizon this morning and looked warily around for any stray clouds. Soon after this Tom Eck did the same thing from the second-story window of the Gedney House. He saw what a beautiful day it really was.

"Get up, boys!" he shouted. "This is just the day we have been waiting for," and the veteran trainer never spoke a truer word. An ideal October day it was. The weather was warm for this season of the year and a strong wind was blowing down the home stretch of the famous kite track at a pace that would beat the Empire State Express, whose record is a mile in 32 seconds. Short-distance records were the ones wanted. After a hasty breakfast every one hurried to the track. Here another surprise awaited the bicycle riders. The track had been smoothed and planed until it was as fine as silk.

#### Fastest Quarter Ever Ridden.

"We'll start the ball a-rolling by tackling the standing quarter," said Eck. The triplet was selected to act as pacemaker. At the pistol Johnson gave a tremendous push on his right pedal and so powerful was the stroke that the sprocket was bent as if it had been made of lead. The attempt on the standing quarter was then abandoned and Johnson brought out another wheel, which is geared to seventy-six inches, to try for the flying quarter. The last quarter of the track was selected as the scene of action, and the pacemakers and rider started around by the half-mile pole. A fine start was made, and the "quad" team did nobly. For a while it looked as if Johnson would cut off a full second from the record, but in the last hundred yards the terrific pace was slackened somewhat, and Johnson shot across the tape two lengths ahead of the big machine.

"Phew!" exclaimed one of the horsemen who had ventured too near the tape and had lost his hat from the rush of the "quad." Another exclamation of surprise was uttered by the same person when, upon examination, it was found that all three of the timekeepers had caught the same time—:25 2-5.

#### 55 Seconds for the Half.

Johnson had not forgotten the experience of last Friday, when he lost a fine chance to break records by waiting until afternoon, and after a hasty rub-down in the judges' stand he got up again to have a shot at Willie Windle's new mark of :55 4-5 for the flying half. He also determined to regain the one-third mile record wrested from him by Windle. One set of timers was selected to catch the time for the third and another lot snapped their watches on the half. A good start was made from the half-mile post and Knisely & Co. brought Johnson around the big turn and well into the home stretch. At the quarter Bird & Co. lay in wait and when Tom Eck's little tin whistle blew two sharp blasts the triplet team gave a mighty jump and one of the prettiest pick-ups ever made by a big machine was executed. Johnson tried several times to pass the three men when near home, but his efforts only spurred the others on. Try as he could, he could not pass them, and the finish was neck-and-neck. A comparison of watches showed that the two records had been broken; Windle's third-mile record of :37 had 1 4-5 seconds clipped off of it and the half also suffered. The new figures for the half are :55 flat, all watches agreeing to the dot.

#### More Records Go.

A lay-off was made for dinner and at 3:30 the record breakers again came out. The wind still blew and all the riders put newspapers under their sweaters to keep warm. "Billy" Rhodes did not need any artificial help. Every time he thought of the colored boy who stole \$15 from his clothes yesterday, the thermometer in his vicinity jumped up several notches. It is rumored that the "coon" is now well on his way to sunnier climes.

Johnson's success in tying Tyler's standing quarter-mile record of :29 1-5 caused him to make another attempt on it. Because of the triplet riders' ability to get away quickly they were selected to act as pacemakers, and again did they demonstrate that they had plenty of speed up their sleeves. After one failure Johnson was neatly picked up and carried along down the well-planed stretch and across the tape in the rattling good time of :29 for the quarter, a reduction of one-fifth of a second from the old record.

The standing half was next tackled, but this time Johnson was not so successful. The first attempt was clocked in 1:01, but the failure of the triplet to pick up properly was the cause of this. "I can do better," said Johnson, as he pluckily returned to the start. But it was getting late and the wind had died down to almost a gentle zephyr. The second attempt was a little better, but still two fifths of a second outside of Tyler's 1:00 2-5.

#### Still Another Crop.

INDEPENDENCE, IOWA, Oct. 31.—Here is today's harvest of records:

Quarter-mile flying start.....	:24 2-5
Quarter-mile standing start.....	:28
Half-mile standing start.....	:59 2-5

The above represents the work done today by Johnson and his pace-makers. It is a better showing than he made yesterday, for all but one of the records broken were made by him this week. The most remarkable performance was the flying quarter. To chop a full second off such a record

is a feat seldom accomplished. That Johnson was so successful can be attributed to the weather. An ideal Indian summer day it was; the sun was warm and racing suits were comfortable. But the wind! It could not have been more favorable. The smoke from the huge chimneys of the insane asylum on the hill near the track was stretched out in a long black streak. The wind howled around the training quarters and at times threatened to blow off some of the shingles. It had been Johnson's intention to try for the half-mile standing record in the morning and in the evening have a shy at the flying mile. But that wind was too great a temptation.

Old Boreas must have extended himself, and Johnson profited by it. From the half home the wind swept, and little whirlwinds of dust came down the stretch like waves on the seashore. Shortly after 11 o'clock Johnson came out and prepared for the half-mile standing start. He had made two attempts yesterday, but failed to get under Tyler's figures. A night's rest had done the riders a world of good, and when the riders of the "Yellow Fellow" whizzed by the post Johnson was ready and hooked on. The first quarter was done in about :30 2-5. The triplet was waiting around by the quarter pole, and a neat exchange of pacemakers was made. But the triplet riders, in their anxiety to get away, jumped too quickly and got away from Johnson. The Minneapolis boy tried hard to catch on again, but the triplet was going at quite a clip, and about 300 yards from home began to draw away from the record breaker. From this point on Johnson had to ride alone, and finished about 100 feet behind. The time was :59 2-5, but this time would have been fully a second faster had Johnson not lost the triplet.

#### A Remarkable Standing Quarter.

Johnson was not satisfied with the small cut he had made from the standing quarter record yesterday and decided to have another try at it. The "quad" men were again selected as pacemakers, and taking a short start, picked up Johnson neatly, and almost before a man could say "Jack Robinson" had brought him home a full second under the previous record. All of the timers caught :28 flat, as did many of the bystanders. The "quad" finished even with Johnson this time.

"I think that flying quarter isn't safe yet," said Johnson, and he again mounted his wheel and hastened up to the starting point, the first quarter. Lying in behind the big machine he humped along in great shape. The wind blew on their backs and so great was their speed that although they wobbled considerably they did not lose anything by it. A glance at the watches surprised every one. "It can not be true," one local enthusiast gasped, as the hands of two of the timers pointed at :24 2-5, while the other stopped at :24 flat. It was true, though, and Johnson now holds the record for the fastest quarter mile ever ridden. And it is liable to stand, too, for many moons.

W. A. Rhodes then expressed a desire to make an unofficial attempt to break his record of :27, and succeeded beyond his fondest hopes. His big legs pushed his high gear with ease and the quarter was ruled off in :24 2-5 by one watch, :24 3-5 by another; while the slowest was :24 4-5. This was without pacemakers. Given that great aid to record breaking and the same kind of day and track and Rhodes could get under Johnson's record. But such conditions would be hard to find again. B. B. Bird then did a flying quarter in :25 1-5.

At 4 o'clock in the afternoon the wind had died down and there was but little air stirring. This was a most favorable time for an attempt on the flying mile. But the track was not quite so perfect. The wind had left little heaps of dust all the way around to the half-mile post. It made the track at least three seconds slow. The quad took Johnson nearly the first half and here the triplet picked him up. The first half, which was ridden against the wind, was done in 1:03. Bird & Co. brought Johnnie to within 300 yards of home, where Tuttle, on a single, brought him in. But a record did not go this time. All the watches stopped at 2:02.

INDEPENDENCE, IOWA, Nov. 1.—Johnson made two attempts on records today and failed both times. The two-third mile standing start was first tried this morning, but the dust piles on the track prevented fast time and the best Johnson could do was 1:17 1-5—a second out of the way. This afternoon he had another shy at the flying mile. A rain storm was coming up and drops of rain had begun to fall. The mile was done in 2:06 4-5.

#### Johnson is Indignant.

INDEPENDENCE, IOWA, Oct. 28.—Johnson was informed today by a Chicago paper that Dumbleton had made affidavit that he (Johnson) had told him, in the presence of Eck and Rhodes, that his Independence records of last year were faked. Johnson was very wroth and hinted that he might bring action against Dumbleton for libel. He again denied that he ever told such a story, and said that he did not know Dumbleton and could not recollect ever having seen him.

B. B. Bird, of St. Paul, now with the Stearns aggregation, made a record this year that he may well be proud of. Out of fifty-four races he has won forty-three firsts, six seconds, and one third. He won twenty-three consecutive races and beat Githens out twice from the same mark at the Minneapolis races. Bird has the making of a fine rider in him. He has never trained systematically, never had a rub-down, and yet has done 2:17 in competition. At a quarter mile he has few equals.

"You see," said Howard E. Raymond, chairman of the Racing Board, "when the circuit is over the boys go to Springfield to—to—"

"To earn their salaries," suggested a New York Times reporter.

"Yes, that's it exactly; to earn their salaries," said the chairman, with a smile.



## ZIMMERMAN AFTER RECORDS.

**He Gathers in the One-Third-Mile and Shows That With Favorable Conditions he Will Mutilate the Record Table.**

HARTFORD, CONN., Oct. 29.—The following men are still at Charter Oak Park to assist Zimmerman in his attempts on records: Hoyland Smith, Crooks, McDonald, Blauvelt, Wheeler, and George and Arthur Banker, all under the management of Willis B. Troy. Troy being absent today the boys went out on their own hook to do some "hustling" and take advantage of the magnificent condition of the track, which was in perfect condition after the recent rains.

Zimmy made the first trial, going for the flying quarter paced by Crooks and Wheeler on the tandem, and easily covered the distance in :25 4-5, tying Tyler's record for the same distance. Bald tried next for the same record and came down the quarter, paced by H. Holland McDonald, at a rattling good pace. A hundred yards away from home he went by his pace-maker like a whirlwind and crossed the tape, having done the fastest quarter ever timed, in :25 1-5. The watches were held by Hoyland Smith and Messrs. Jones and Robinson, of the Hartford Wheel Club, and all three recorded the same figures, :25 1-5. The performance was witnessed by about 200 people.

Zimmerman was not content with his performance and made another trial, this time succeeding in placing 25 seconds flat to his credit. He then tried for the standing quarter. The tandem was to pick him up down the stretch a piece and carry him home, but before he got to the team he slipped a pedal and after making a complete summersault in the air, landed considerably shaken up but not seriously hurt. He received a few scrapes but was able to be out in the afternoon, when he again rode the quarter in 25 seconds and made the half-mile in :56 2-5.

The Banker brothers then tried for the quarter-mile flying tandem record and succeeded in doing 25 seconds flat, 4-5 of a second under the time of McDuffee and Clark at Springfield.

C. Ford Seeley did the starting and there is no doubt as to the time being correct, but the records will, of course, not be accepted, being made on a Sunday. If the weather remains fine there is no doubt that new figures will be made for the quarter and half mile.

The performance of Bald is the surprise of the season, for in spite of the fact that he has done some remarkably clever riding, there was no one who thought that he was such a phenomenon as he proved himself today.

HARTFORD, CONN., Oct. 30.—This was another day for records. The weather was fine but very cold and the wind that was blowing was across the home stretch. The pacemakers rode with gloves and the spectators had to wear heavy winter overcoats to make themselves anywhere near comfortable. Zimmerman came out to make a cut in the flying third-mile record and succeeded in placing the figures at 35 seconds flat. He was paced by the Banker brothers on their tandem. After the distance had been ridden it was carefully remeasured and found to be four feet over the required length. The four watches that were held all stopped at the same figures, :35 flat. The full complement of judges, timers, and other officers were on hand, of course. If Zimmy had been favored with such a wind as assisted Tyler, he would undoubtedly have placed the figures much lower. He is "right on edge," and before the week is out he will, with any kind of good luck, cut a big swath in the record table.

Hoyland Smith and A. T. Crooks went for the quarter-mile tandem record, flying start, and with the aid of E. C. Bald as pacemaker covered the distance in 27 seconds flat.

The officials who acted today were: Referee, E. N. Atherton; starter, H. C. Wheeler; judges, James J. Joyce, J. H. Jones, and H. C. Merrill; timers, C. F. Olin, of the Hartford *Post*, E. S. Smith and Peter McIntyre, of the Hartford *Telegram*, and D. H. Stebbins, of the Hartford *Courant*.

## WARREN MAKES FAST TIME AT SPRINGFIELD.

SPRINGFIELD, MASS., Oct. 28.—A. A. Warren rode a standing start mile here today in the remarkable time of 2:04, going the last quarter by himself. If he had been well paced on that quarter there is little doubt that he would have cut a slice off the record. He has shown himself capable of doing record performances in his work as pacemaker to Windle and Tyler.

### A Peoria Century Ride.

PEORIA, ILL., Oct. 30.—The third annual century run of the Peoria Bicycle Club from Peoria to Bureau and return, 104 miles in all, took place yesterday, and was participated in by less than ten wheelmen. This would indicate that centuries are going out of fashion in this neighborhood. All who started finished with the exception of Thomas W. Davis, the sixty-five year old gentleman, who has at least a half-dozen centuries to his credit. He met with a severe accident when about thirty-three miles out, the front forks of his bicycle breaking at the crown, giving him a hard fall and badly bruising and cutting his face. The old gentleman had to walk twelve miles before he could get a horse and buggy to take him home.

Peoria traveling men know a good thing when they see it. Some of them are now making trips through their territory on the wheel. Edward Hudson, who travels for the Standard Oil Co., frequently "makes" six or seven towns in a day. When he depended on the railroads he couldn't reach over half of these, and then he had to patronize livery stables for transportation for part of the distance.

Harlan Kingsbury, of this city, has developed into quite a hill climber.

Mr. Kingsbury lives on the bluff, and daily climbs Spencer street hill, the steepest one in the city. The hill has been climbed by but few wheelmen, although nearly every visiting rider makes the attempt.

Two teams of five riders each, composed of men who work at the bicycle factory and live in that vicinity, raced to Mossville one night last week for an oyster supper. The first man is counted ten, and one less for each succeeding man. The race and supper were won by a team composed of Messrs. Conibear, Sherman brothers, and Anderson. The trip was made in the dark and through a drizzling rain.

The bicycle club football team is now negotiating with several teams for games which will come off in the near future.

## RACING AT NEW ORLEANS.

NEW ORLEANS, LA., Oct. 30.—The first fall meeting of the Southern Amateur Athletic Union, which occurred October 28, was a pronounced financial success, there being some 4,000 paid admissions; but as the prizes were very numerous and valuable, it is not expected that a large profit will be realized. Among the events were four bicycle races in which gold and silver medals went to firsts and seconds. The cycle events follow:

Quarter-mile open, seven starters.—A. C. Abbott, first; Peter Casse, second; V. McEnany, third. Time, :37 1-5.

Half-mile open, eight starters.—Peter Casse, first; A. C. Abbott, second; R. J. Godberry, third. Time, 1:15.

One-mile open, seven starters.—Peter Casse, first; A. C. Abbott, second; V. McEnany, third. Time, 2:59.

Two-mile open, seven starters.—M. F. Hickman, Birmingham, Ala., first; R. J. Godberry, second; V. McEnany, third. Time, 6:33.

In the last event both Casse and Abbott sulked, each refusing to make pace. The interest in this race was in these two, and Abbott was beaten out in the final spurt, after a tiresome loaf, by young Casse, who is looked upon as a wonder, he being a boy only fifteen years of age; and his time in the half, when the soft condition of the track is taken into consideration, is truly remarkable.

### San Antonio, Tex., Notes.

SAN ANTONIO, TEX., Oct. 28.—The second annual race meet of the Alamo Wheelmen will be held on Thanksgiving Day at the San Antonio jockey club's new track, which is within one mile of the city and very conveniently located. River avenue, one of the best macadamized streets of this city, leads directly to it. The track is a half-mile dirt track and the banking very good. The programme has not yet been arranged, but will be about as follows: One-mile novice, half-mile open, quarter-mile open, one-mile club championship, two-mile handicap, one-mile handicap Bexar County championship.

San Antonio now has two cycling clubs—the Alamo Wheelmen, organized in 1891, and the S. A. Cycling Club, organized some weeks ago. Both clubs have good membership lists and a number of fast men. J. A. Roach, E. E. Mockett, Sam Lawyer, H. W. Hale, and C. J. Chabot are the flyers of the Alamos; and Hugo Hofheinz and W. H. Smith of the S. A. C. C. At the Dallas races, Mockett, of the Alamos, won one first, two time, one second, two third, and one fourth prize; Hofheinz, of the S. A. C. C., won two thirds, and Smith, of the same club, one second and three third prizes.

Mr. C. L. Reiersen, secretary and manager of the Nebraska Cycle Co., who has been visiting in this city for the past two weeks, was married on Monday October 23 to Miss Florence Thompson, one of San Antonio's most beautiful and accomplished belles. The ceremony was performed at the bride's home on Olive street in the presence of a few intimate friends. The happy couple left on the north bound train for an extended wedding tour. Mr. Reiersen formerly resided in this city. He was the organizer and first secretary of the Alamo Wheelmen and very popular among the wheelmen. He has a host of friends here who wish him and his charming wife a happy and prosperous journey through life.

## CYCLES AND CARRIER PIGEONS.

The bicycle section of the Gymnastic Society of Rome, Italy, has lately made some interesting experiments with carrier pigeons for the purpose of showing the service they can render in time of war. The cyclists carry upon their machine a little sheet-iron cage containing one or more carrier pigeons. If in the course of their reconnaissance anything important is discovered, a dispatch is written and attached to the pigeon, which quickly carries it to headquarters. In some experiments of this kind recently at Rome, pigeons taken to Guebileo Castle, ten miles from the Italian capital, returned to their dove-cote without hesitation and without being injured in the least by this new method of transportation. The tests will soon be prosecuted on a more extensive scale by the military authorities. They foresee that in many cases—especially for service at fortified places—the use of the cycle and carrier pigeons is calculated to render great service to the army.

The board of park commissioners of New York City did not wait for the petition being circulated by the Metropolitan Association of Cycling Clubs, but accepted the report of Commissioner Dana and ordered that electric lights be placed at once along the driveways in Central Park.

Eight people and perhaps more, up Minneapolis way, are out their bicycles through the penchant of young Reggie Barrows, a fourteen-year old lad, whose desire to ride led him to borrow that many wheels for the ride only, when he would leave the wheel in an empty lot and go home.





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GEO. K. BARRETT, EDITOR.

**CARTER H. HARRISON.**

What is the loss of every Chicagoan in the death, by the hand of the assassin, of Carter H. Harrison, the mayor of the World's Fair City, is particularly the loss of the wheelmen and of every worker in the cause of good roads. There has been no more capable or industrious advocate of the improvement of streets and highways than Mayor Harrison and none whose work has borne more fruit. In this state, where there has long been the most crying need for improvement, his influence has been widely felt. He was president of the Illinois good roads association. It will be long before the good roads workers will find so able a champion of their cause.

**THE OLD OLD STORY.**

Senator Morgan errs when he accuses us of favoring a class arrangement in the L. A. W. He will look in vain for any such statement in these columns. What we have been fighting for, for some time past, is an amateur definition that would fit itself to the present state of things, but not for two classes. The senator's theories are all very fine, but we are dealing with conditions and not with theories, and the sooner the lawmakers of the League realize the fact the better. As we have before pointed out, cycling is a sport that is unlike any other. In no other sport do we find the apparatus which is used so expensive, and the advertisement of a record performance of so much value. The man who is found out is the sinner nowadays, and not the man who sins alone.

No, we do not favor a class arrangement, and agree with the New Yorker that it will be just as easy for a Class A man (if such there ever be) to violate the rules governing his class, as it now is for the so-called amateur to violate the present definition. If the League is to have two classes they should be the amateur and professional. But even that we do not favor. There will be paid amateurs as long as amateurs ride bicycles, and the sooner the question is dealt with, with this fact in mind, the sooner will we have the sport on the proper basis. For a long time the League, through its officers, has been encouraging the violations of the amateur definition by making no earnest attempt to enforce it. To now turn around and punish the men for the very thing that the League has indirectly encouraged would be manifestly unjust. The only consistent thing to do under the circumstances is to confess that the rules that suited the old state of things do not fit the new state, and to revise them accordingly; which means to our mind the adoption of the definition, "An amateur is one who has never competed for a cash prize."

As we said above, if there are to be two classes they should be the amateur—amateur in the strictest sense of the word—and the professional.

It may be argued that already we have a professional league which serves all purposes. At present it does, but the men who ride should have a voice in the making of the rules under which they are to ride, and in the present organization they have not. Moreover, there is no telling how long it will be before the professional class will degenerate into the same sort of professionals that we had of yore. The present league has, under the most serious disadvantages, given us good and honest professional racing, and has proven that such a thing is possible. How long they will care to play at a losing game remains to be seen, and the moment the N. C. A. goes to pieces its racing men will be thrown out on the cold world and will have all the temptations to fake and run fixed races that did the professionals of a few short years ago, whose performances still stink in the nostrils of men. Honest professional racing is quite a feasible thing when properly governed, and if the League is to adopt two classes, one should be a professional class; but the best scheme is the simple but comprehensive definition that we have proposed.

**THE CHIEF CONSULSHIP.**

Between this date and the fifteenth of the month members of the Illinois division will elect a chief consul and other officers for the coming term. For the first position there are two candidates, one of Chicago the other of Springfield. During the year just closing the Illinois division has lost many members. It has fallen from fourth to fifth position in the League. It is generally admitted that this state of affairs must not continue and that a man must be selected for the chief consulship who will reinstate the division in its former position. Why, then, look beyond a man who has already demonstrated his ability in this direction? This Charles E. Randall has done, and done to such an extent that his record has never been equaled in League history. Nearly 300 new members was his individual record for the year 1892. It is not this alone that qualifies him for office. He has served seven terms successfully as president of Chicago clubs, has been at the head of the associated cycling clubs of Chicago, and has for several years attended the meetings of the National Assembly of the League as a representative of Illinois. He has done yeoman service, is a capable and hard worker, and is deserving of the support of all members of his division.

**TOO, TOO MUCH POLITICS.**

The following from the pen of Sterling Elliott, in the *Bicycling World*, exactly expresses our sentiments. There is altogether too much politics, of the kind that disgraces ward elections, in the League of American Wheelmen. Will some one find a remedy for it? It is badly needed:

The game of politics (for it has long since degenerated into a game) has, as every schoolboy knows, become a business with which many of the best men will not meddle, or "dabble," as is the common expression. In town, state, and national elections thousands of the cleanest and most intelligent men stay away from the polls for the expressed reason that they have but one vote and it doesn't seem to count against the numbers of those who sit up all night waiting for the polls to open and then vote as often as circumstances will permit.

We have come to look upon the man who sells his vote for two or three dollars as a creature too unworthy to be classed with our set.

Let us come down into his *strata* long enough to examine his motive. Perhaps his greatest crime is that he has shown a lack of high moral principle in that he was selfish. He looked at the two dollars which was his personal reward and neglected the interests of the great public, of which he is supposed to be a patriotic part.

How much different is the case of the man who votes to keep up the price of the thing he makes, as against the thousands who have to pay that price? Of course it may be argued (Egad, it *is* argued!) that he does it to keep up the wages of his employees. Oh! how the heart of the average employer does open up to his workmen (especially about election time). The workingman, seeing this solicitude for *his* welfare at the expense of the indirect buyer of his labor, feels like helping on the good cause by obtaining the direct and far more certain two dollars, and thus brings his selfishness down to a point where it is easier to see with the average eye.

Now an organization such as the League of American Wheelmen must needs have much to do with politics; first in the internal management of its own affairs, indirectly in the politics of the general public; and many of the young men who are at present interested in League affairs will be one day, if they are not already, "mixed up" in politics of a more far-reaching if not more important kind. How necessary then it is that these young men be properly started and that they should learn what *not* to do. There is already in the league much of the sort of thing which keeps so many good men out of politics.

It may be briefly described as a tendency toward unfairness, or the attempt to gain points without proper consideration for the rights of those who are on the opposite side.

I will cite a single instance. Those who have had anything to do with politics will recall many similar cases: We went to Buffalo for an "investigation," and yet, before the first move was made toward finding out whether anything was wrong or not, and before an *unprejudiced* man could possibly have had an opinion, there were numerous "trades," "dickers," "deals," and pledges" talked of, and noses were counted, and this before even the convention had gone into session.

And yet the average man, when you talk with him alone, claims to "hate the slime that sticks to filthy deeds."



## FROM FAR AUSTRALIA.

BRUNSWICK, MELBOURNE, Sept. 26.—The League of Victorian Wheelmen is now a constituted body and its inaugural meeting takes place the beginning of next month. It will have a racing board, a road board, and a social committee, so as to look after every branch of the sport. There is of course much to be done and the League will scarcely be in working order for some months to come, but we will try to get the section that relates to track racing in thorough working trim as soon as possible.

We have a new paper devoted to the sport called the *Australian Cyclist*, which up to the time of writing has published three numbers. We have had other cycle papers, but they all died an untimely death. We hope that this last one will not suffer a like fate for there is need of an organ for the sport here.

I have to chronicle the breaking of a world's record on the road by H. B. James, of the Southern District Cycling Club, who rode twenty-five miles on the road in 1:01:00. The pace seems impossible but the rider was assisted by a hurricane at his back. He used only a sixty-three inch gear. One thing that is against the record is that it was timed by one watch at the start and another at the finish. I do not ask the readers of THE BEARINGS to believe the record, but give it to them for what it is worth. The course was from the post office at Beveridge (twenty-five miles to the north) to the general post office at Melbourne.

This season we expect to see our erstwhile champion Tom Busst racing again. He has been training for some little while, but how he is coming into shape it is hard to determine. There are some races coming off shortly and the handicappers, in view of his former prowess, have put him on the mark of honor along with such men as Walker, Turner, and Scharp.

DINGO.

## A NOVEL WHEEL CARNIVAL.

CINCINNATI, OHIO, Oct. 30.—Last Friday evening a committee composed of the directors of the Order of Cincinnati and of the dozen or more bicycle clubs of the city, met, and completed arrangements for a series of entertainments to be given at Music Hall, December 4 to 9 inclusive, for the benefit of the registered unemployed workmen of this city.

One hundred expert wheelmen, representatives from each club, will take part in the grand affair under the auspices and direction of the Order of Cincinnati, who will in no manner belie their fame as producers of mammoth spectacular entertainments. There are to be no paid performers, and everybody will volunteer the necessary services. Fifty ladies will be included in the groupings, and 200 appropriate costumes will be used. The center of the large stage will contain a mechanical or enchanted rock, thirty feet high and ninety feet in circumference, to represent the home of the gnomes, which mechanical effect, when split by the gods, will exhibit the gnomes at work forging a bicycle for Jupiter. The stage will be connected with the main body of the hall by a platform 16x50 feet, upon which seventy-five riders will pass to and fro to the tournament track below. The king of demons, with his followers, and the various characters, all mounted upon wheels, will engage in combat. A monster dragon, thirty feet in length, will be shown and mechanically move about the scene.

One of the great features of the spectacle will be a costumed quadrille by sixteen ladies and gentlemen on bicycles, and numerous character acts, altogether new in the bicycle exhibition. One, particularly, will be that of an electrical display by means of a pair of trolley wires, connecting with each rider's wheel, showing illuminations of various colors in prismatic form as the riders maneuver about. Every detail will be given the grand affair, and Messrs. Brownstien and Love, of the O. of C., declared last night that as a carnival it should strike the same vein of success that has ever attended their former attempts. Every club man and bicycle expert will meet on Monday night, at a place to be designated later, for instant work.

## A FATAL BICYCLE ACCIDENT.

DULUTH, MINN., Oct. 30.—On the afternoon of October 26 Duluth had a fatal bicycle accident. Lisle Robbins, a lad nineteen years of age, while riding down Third avenue west, collided with Mrs. K. Williams, throwing her down and fracturing her skull. She died a few minutes afterward. Robbins had his wheel under perfect control at the time and was traveling at a rate of speed not exceeding six miles an hour. The woman was on the street waiting for an electric car; and as Robbins approached he blew his cycle horn to warn persons of his coming, and turned in between her and the sidewalk. She was startled, and backed against his arm, with the result above stated. Robbins himself was thrown from his wheel.

A policeman at once took him into custody, but he was released in a few hours. Two days afterward a coroner's inquest was held, and the jury, while exonerating Robbins from criminal intention, found that he was guilty of gross carelessness. The verdict is generally condemned by the people of Duluth, whose sympathy for Robbins is strong. He has since been arrested, and will be prosecuted for criminal carelessness. Ex-chief Consul Henry E. Harris, of Kansas, who is now a resident of Duluth, has volunteered to defend him without pay, and the defense will be conducted by the law firm of which Mr. Harris is a member.

Robbins is the son of a prominent citizen, and is a quiet, studious, and careful boy, with the best of reputations. His acquittal is only a matter of time. He feels deeply having been the cause of Mrs. Williams' death, however innocently, and his grief is touching to witness.

The cyclists of Duluth all stand by him.

## INTERNATIONAL RACES AT MILAN.

The international cycle races held in Milan, Italy, were a great success and were well contested. A crowd of 16,000 people was present at the opening. There were thirty entries for the junior prize.

The second race was a tandem for a distance of 3,000 meters (1 mile 4,563 feet) between Souli and Sarzano, Brietling and Zimmerman of Mannheim; Buni and Cantu; and the Frenchmen, Medinger and Delansorne, and Gaby and Echalie. It was the first tandem race in Italy, and was very successful. Buni and Cantu took the lead at the start at a fast gait, then Sarzano and Souli passed them. Buni and Cantu again took the lead in the home stretch but were passed by Medinger and Delansorne, who arrived first at the tape in 4:15. Pasta, the Italian, rode a kilometer (3,281 feet) in 1:16, equaling the record of the German, Lehr. The Englishman, Borden, won the consolation, 3,000 meters, in 4:44.

## NEWS FROM BALTIMORE.

BALTIMORE, MD., Oct. 31.—A somewhat curious competition has arisen among the dealers here. Some years ago a long-distance record for the state was made by the late Edward Le Cato, who died in Chicago. Successively that record was broken. In each event the rider and the wheel was so talked of that the dealer found it to be a good advertisement. Now the long-distance record has become a making of the dealers. It seems that in future a caravan of the henchmen of the dealer will camp in some portion of the state where the roads are the best and the surroundings the most favorable. Then the best rider will be put to work and scientifically coached and paced to pile up the greatest number of miles possible. The result will be a long-distance record, with the consequent much desired advertisement. There is no doubt that this record has already been pushed up in somewhat this manner by the dealers. In a recent effort in this direction near Frederick, one of the local papers very severely criticised the effort of the rider, characterizing it as an exhibition of "brute strength," and other unsavory things. As the writer of the article is the agent for a rival wheel, the animus is easy to see; but it is certainly penny journalism.

The Century Cycling Club, of Maryland, which seeks to fill the field of the Century Road Club, on Sunday took twenty-five men on a century to Washington by way of Cooksville and return. Under command of F. B. Eisenbrandt the distance was covered by about all.

## WYLIE MAKES REPLY.

EDITOR THE BEARINGS: I note in your last number a complaint from Nelson A. Bradt that I had not made any reply to his proposition to race me from New York to Chicago for a purse of \$500. I have not replied because I did not deem it necessary. Mr. Bradt should know that my amateur standing can not be sacrificed for \$500 or \$1,000.

This fact, however, should not prevent a match race if Mr. Bradt really desires one, for as holder of the record I named my conditions and was prepared to ride under them. But Mr. Bradt wants to make the conditions by right of his claim of having made the ride in an hour or two less time than mine. This claim, however, does not agree with the story he has told of his ride on several different occasions, and since there has been no positive proof of the genuineness of his ride, when he answered my proposition with another, I deemed it unworthy of attention.

It is my intention in the spring to endeavor to place the record somewhere near six days, and if Mr. Bradt desires to make a race of it, he will have another chance to accept my proposition as it was made. If, however, to concede the possibility that he rode from New York here inside eleven days—if he will bring forward proofs that he ever made it inside the time he now claims, I will willingly relinquish all honor of holding the record, and will moreover accept his proposition for a race over the route I came, and will permit him to make all his own rules and restrictions, value of wager, etc., providing the rules of the L. A. W. are not transgressed.

Until some better record is made, I feel certain my own time of 10 days 4 hours 39 minutes will be recognized by all as the best time ever made between the two cities.

H. H. WYLIE.

[No further correspondence on this matter will appear in THE BEARINGS.—ED.]

## THE CODY-TERRONT MATCH.

The principals met at the Casino de Paris lately. Here are some of the specifications of the agreements:

The match will be run during three days, four hours each day, from 1 to 5 p. m.

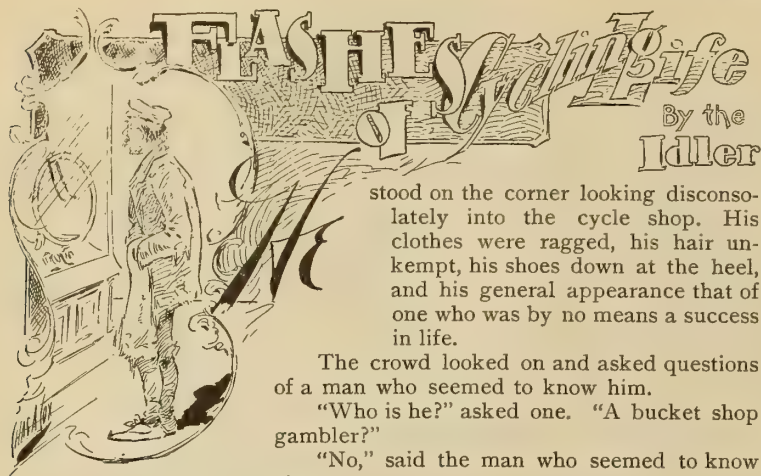
Cody will use ten horses; Terront will ride alone without pacemakers.

The wager is fixed at 10,000 francs (\$2,000), which will be placed in the hands of the manager of the *Velo*.

Wheeling, W. V., will hold two bicycle meets next season, one in the spring (one day) and one in the fall in the international circuit. Secretary Riheldaffer, of the Wheeling Athletic Wheelmen, has been in correspondence with Chairman Raymond, and on his assurance that their club can certainly count on a place in the circuit, this lively cycling town is already celebrating.

Have you had a *wheel stolen* this summer? If so, I will look it up for you and charge you nothing unless I recover it. Address, RECOVERER, care THE BEARINGS.—[ADV.]





stood on the corner looking disconsolately into the cycle shop. His clothes were ragged, his hair unkempt, his shoes down at the heel, and his general appearance that of one who was by no means a success in life.

The crowd looked on and asked questions of a man who seemed to know him.

"Who is he?" asked one. "A bucket shop gambler?"

"No," said the man who seemed to know him.

"An ex-employee of the World's Fair?"

"No."

"Young blood who has spent all his money?"

"No."

"Been playing the races?"

"Wrong again."

"I know," said another. "He's a man who had money and started a bicycle factory."

"No, sir; he is not."

"Who is he then?" they all queried.

"Well, I'll tell you," said the smart man. "He is one of those young fellows that are not fast enough to be in Class B."

#### What the Candidate Must Be.

Now that the political pot is boiling and that the nomination for League president is being, to a greater or less extent, peddled, it may be as well to state here and now what those qualifications are which fit a man to be president of the L. A. W.

He must be a shrewd diplomat, ever ready to grasp a strong situation and turn it forcibly to his own good.

He must be a quiet, easy man, who knows how to take a joke and who is ever ready with an expedient if he wakes up in the morning, during a League meet, and finds his trousers gone and his shoes full of water.

He must be a master in the study of human nature and be able to talk to all men in their own tongue.

He must know how to place fifty of his friends in fifteen offices of the League.

He must be a man well up in the art of pleasing, so that he can bow and scrape—polite as a basket of chips—to some one in front of him while some other one is kicking him vigorously from the rear.

He must be a man well versed in all the law of the land, able to argue three radically different causes equally well, and take sides with all parties; to favor all without condemning any. In a word, he must be a model legislator, a spotless citizen, an advocate of truth, and a gentleman who, while having no friends, is the friend of everybody.

The candidate for chief consul must be a man of parts. He must have his geography down to a fine point, must know the address of all the churches in the city, must be familiar with the methods of the detective force in tracing stolen bicycles, must be able to explain to the new member how to mend his tires, must know the good points of all the prominent makes of wheels, must be familiar with hotel rates and the addresses of the best lodging-houses and boarding-houses in town, must be prepared to give champagne dinners to all visiting cyclists from the country and to entertain them in a lavish style at his house, and must know the prices of all cycling sundries and be up-to-date on the new styles in lamps. He must be pleasant in conversation and always be ready to lend \$5 to every L. A. W. member on the presentation of said L. A. W. member's ticket.

The chief consul's wife should be an amiable lady, qualified to make every state member at home in her house. She must be a good cook, and delight in receiving strangers whom she never saw and never expects to see again.

Unless the candidate has these qualifications he has no business in the field.

#### A Few Questions Answered.

CONSTANT READER OF THE BEARINGS: (1) Your first question is not clear. You do not state explicitly whether the road hog spoiled your face before or after you had been thrown from your wheel. This is an important point.

(2) We have found that our great height and weight has had good effect in compelling attention from waiters in L. A. W. hotels. In your case, as you seem to be a rather small man, a forty-eight-caliber pistol carried in a conspicuous place might serve the purpose; or when you sit down at table lay the gun on your napkin before ordering.

(3) No, we would not advise you to drink largely of Aurora beer in passing through that flourishing little town when you are making centuries. Cockeye Turnbull, the official centurion of our club, once caught glanders through too profuse libations in Aurora beer and afterward died of diabetes

which many of our set trace to this cause. No; do not tempt diabetes.

(4) So far as we know there is no law against wearing a sweater at a swell reception. We once wore a sweater to a wedding and the bridesmaids were all infatuated with our form, but of course we can not say that this would happen in your own case. This is a point which each one must decide for himself.

(5) We must decline to answer this question. If you think you have speed enough to induce any prominent maker to engage you to ride his wheel, advertise in THE BEARINGS, giving full address and particulars, and no doubt a letter addressed to you will reach its destination. We cannot tell you the price paid to pure amateurs who can make a record under 3 minutes. Our reasons for this reticence should be obvious.

(6) For information as to oil, grapholine, and other lubricants, address, "Mr. Tom Eck, Anywhere."

#### That Awful, Awful Power.

"Enough! I will hear no more!" said Algernon De Courcay McFadden, turning wrathfully on the fair young creature at his side and gazing out sternly at the stretch of the sea that lay before him.

It was the season's end at Long Branch and Algernon was spending a few weeks in recuperation from his arduous labors on the circuit, preparatory to breaking a few time records at Springfield, Hartford, and other October resorts.

The blue expanse of the ocean rose and fell in the mellow autumn light even as the bosom of the high-spirited girl heaved with the emotions that convulsed her proud high-strung nature.

"Algernon," said Evelyn McCafferty softly, a dreamy languor filling her great gray eyes, "do not misjudge me. You know that my parents are wealthy and that my father's wealth is greater than any other pork packer in Chicago. You know, dear Algernon, that I love you with all the rich love of my woman's nature. But when I marry, my dowry will be 10,000 shares of stock yards stock, while all you have are the prizes you win at race meets and your salary from the maker."

The young man laughed a strange, choking laugh.

"I understand your fine scorn," he said. "Think not you can thus toy with my affections. True, I am not rich. You are the daughter of a purse proud monopolist, while I—I—"

"Dearest Algernon," replied the beautiful girl, as she drew closer to him and twined her slender arm about his F. J. Osmond back, "we may be happy yet. Can't you invent a new pneumatic tire or something to raise the wind?"

De Courcay McFadden had his faults but in matters of business he was astute enough.

"What you ask is impossible," he said. "I am a poor man, Evelyn, but you must understand that I, also, have pride. Rather than truckle to your rich parents, I shall remain an amateur for the rest of my days and live alone. Oh, never fear, I shall be able to take care of myself. Evelyn, we shall never meet again! Nev-er!"

"What, would you leave me thus?"

"I would!"

"Stop, wretch! All my cards are not yet played."

"What do you mean?" exclaimed the young man.

A fierce, strange light shone in the eyes of the young woman as her hand grasped wildly at her breast.

"You forget, sir," she said coldly; "you forget that my brother is a member of the Racing Board!"

The proud spirit of Algernon De Courcay McFadden shrank within him. He capitulated, and it is now whispered that he is the general agent of an English tire company and rising in the trade. The wedding will take place in December.

A bicycle was lately sold at a Brooklyn repair shop, under an execution to satisfy a judgment. The price at which it was sold has hitherto never been equaled. Constable Conant's first bid received was \$1. The crowd was small and try as he could the bidders would not give over \$5, and at that price it was knocked down to James Sullivan, when several who were in the neighborhood and really wanted the wheel, figuratively speaking kicked themselves for their inattention.

They were talking of fortunes made in patenting small things that meet with a ready sale, and one of the crowd cited an instance in horse racing in which a man took strips of red flannel and tying a string to one end, sold thousands at 50 cents each, to be used in binding horses' feet. Said he of the humorous turn of mind, "I'll bring out the same thing for racing men, but for binding up heads. They need it."





## NEWS FROM ENGLAND.

LONDON, Oct. 21.—This afternoon, at Herne Hill, A. V. Linton, of the Cardiff Harlequins, successfully lowered the 100-mile record he made in the recent Anchor shield 12-hours, when it will be remembered his time for the century was 4:34:13 2-5. This afternoon he has done the distance in 4:29:39 1-5, or 4 minutes 34 1-5 seconds inside his previous performance. Prior to the Anchor shield contest the record stood to Dance's credit in England, at 4:43:58 1-5, while in France Desgranges had done 4:40:43. Linton had the misfortune this afternoon to puncture four times and changed his mount nine times. He was well paced by no less than seven tandem crews, Harris, Soanes, Lambley, and others helping. There was some wind, but otherwise the afternoon was very fine. Getting inside record at sixty-four miles, he made new figures up to the end, doing 68 miles 750 yards in three hours, and 89 miles 872 yards in four hours—over twenty-two miles an hour from the starting point, a very notable feat. Linton used Grappler tires. Pem Coleman took the times. It is reported that S. F. Edge won the 100-mile scratch path race promoted by the York Road Club on Thursday last.

Last night, in the Victoria salon at the Hotel Metropole, there was held one of the most brilliant cycling trade functions that has ever been given in London. The occasion was a farewell dinner to L. S. Meintjes and Mr. Palmer,—who were both about to leave England,—by the Palmer Tire Co. Ltd. The invitations embraced the press and a number of racing men, about forty in all. The menu was most elaborate, and choice wines were served with every course, in the manner for which the Metropole is famous. Colonel Wright occupied the chair, Meintjes being seated on his right and Palmer on his left. Messrs. Bird and Gray were the vice-chairmen. Among the notable guests present were F. J. Osmond and Johnnie Price, of the Stanley C. C., who has just been appointed general manager for England and the continent to the Palmer Tire Co. After the loyal toast, Colonel Wright proposed the

healths of Meintjes and Palmer, Mr. Bird supporting his remarks. Both the gentlemen responded interestingly. Palmer paid Meintjes the compliment of ascribing the success of his tire on the English path to its first adoption by the South African flyer. Apologies for absence were read from E. Dangerfield, G. Moore, and W. F. Ball. Johnnie Price proposed "Cycling and Sport," which was responded to by F. T. Bidlake, who characterized Palmer's action in cabling to the States for a set of tricycle tires for

him (Bidlake) as most sportsmanlike. Bidlake spoke of the charm of the Palmer, and referred to his Cuca 24-hour mileage on the tires. Mr. Gray (Silvertown Co.) proposed "The Cycling Press" in flattering terms, a toast to which no less than ten press men responded—making brief and frequently witty speeches, in all referring to Meintjes, Palmer, and the tire. The speakers were E. H. Godbold (*Bicycling News*), H. J. Swindley (*Cyclist*), E. J. O'Reilly and P. Low (*Wheeling*), W. Groves (*Cycling*), C. W. Hartung (*Bazaar and BEARINGS*), E. A. Powell (*Wheeler*), R. L. Jefferson (*Cycle Record*), J. J. Prial (*The Wheel*), and Paul Hardy (*Veloce Sport*). After this we had "Cyclists and Racing Men," by Mr. Palmer, with responses from F. W. Shorland, S. F. Edge, and Ernest Osmond. Lewis Stroud then gave "The Palmer Tire Co.," relating his own experiences of the tire. C. V. Pugh responded in a remarkably interesting and polished speech, dwelling upon the rosy prospects of the company. This brought the flow of talk to a close, and although it may sound strange I don't think any one present was bored at any period of the evening. All the speakers were terse and bright in their remarks and the entertainment proved a great success. Mr. Palmer leaves England for the States today. With nearly all the best road and path men of the country unanimous as to the striking merits of the tire, I can not see how the company can fail to do an enormous business next year. The repairing difficulty, it is stated, has been solved, thus removing the sole objection to the tire.

W. S. Holding, the London editor of the *Wheeler*, is very seriously ill. I regret to learn that his life is in danger. His complaint is stated to be acute pleurisy, following congestion of the liver, and five doctors are in attendance upon him.

Last Saturday the North Road Club closed its summer season by a special run to Cambridge. Today its winter season opens—the run being to Barnet.

M. A. Holbein has experienced some disappointments lately. On the 12th inst. he started at 7 a. m. to attempt to lower the 100-mile and 12-hour tricycle records. He was splendidly paced and all went well up to about eighty-four miles (covered in about 4½ hours—a very fine performance so

far), and then disaster intervened. His pacers, failing to round a curve, rode into a ditch and Holbein collided and smashed up. On the 19th Holbein went again, but gave up after riding 10 hours 20 minutes, having had two bad spills during the day. He will renew his attempt in a few days.

Shorland and Bidlake, and another pair, have been trying to lower the 50 and 100 mile road records for tandem safeties this week, but without success.

Lacrosse is being played at Herne Hill now. R. G. Merry, the path rider, is among the latest recruits to the pastime, and plays as if to the manner born.

The Catford closing run last Saturday, notwithstanding the dirty weather, was a huge success.

At Herne Hill last Saturday W. H. M. Burgess, of the Anerley and North Road clubs, and F. Cole, of Chatham, rode fifty miles on a tandem safety, getting inside record at twenty-seven miles (1:09:58 2-5) and finishing in 2:13:43 2-5—14 minutes 39 3-5 seconds better than the previously accepted records. Coleman and Dring timed.

C. W. HARTUNG.

## SAVANNAH, GA., NEWS.

SAVANNAH, Ga., Oct. 26.—It is probable the chief consulship of the Georgia division will remain in Mr. Whitesides' hands. Your correspondent called on him for a confirmation of the report that he intended to resign, and he stated that the Georgia subdivision lacked several members before the division could be formed, and he wanted to resign until the required number was obtained, which he hoped would be before the regular meeting took place in November. The L. A. W. members are determined the same officers of the Georgia subdivision shall serve another term, so Mr. Whitesides and Secretary Rushing will probably be unanimously re-elected.

Several members were considerably agitated over the report the cement track would be rented to the negro wheelmen for the purpose of giving a race meet. It is to be hoped that such a step will not be taken, and several of the city's fastest riders state that they will not ride on the track if such a thing is allowed.

A new concern has just started up called the Bicycle Hospital, Messrs. Wenzel & Rogers, proprietors. From the number of patients awaiting their turn in the parlors and operating-room, the managers must be making money.

The wheelmen of Savannah are very critical

in the selections of their mounts, and high-back frames appear to be the style which the short as well as the tall desire, and they also use the lightest track racers with road tires. The excellent roads out of Savannah allow of this kind of wheel, and as the place where the riders keep their wheels at the track is leaky during rains, they want road tires, and prefer to keep the wheels at their own homes. There is one geared ordinary in use in Savannah. It is a Triumph and is the property of Chief Consul Whitesides.

The high initiation fee of the Savannah Wheelmen keeps a number of riders out of that prosperous club. It is reported that the H. T. Club of racers will merge in the club first mentioned. The Y. M. C. A. home trainer is well patronized.

NIBS.

## Kansas City Items.

KANSAS CITY, Mo., Oct. 30.—The active members of the Kansas City Cyclists are possessed of the century craze. The road to Paola, Kan., and back is the usual course taken, and every Sunday finds some of the men making the trip. C. Kindevatter and H. R. Warren started yesterday to beat the record of 10 hours made by Mandeville and Hatfield two weeks ago. Kindevatter's wheel, a track racer, broke down at thirty-five miles. Warren made the century in 9 hours and 27 minutes.

Twenty-three men went on the regular run to Salem church, via Independence, yesterday, thirty-four miles. The hills are long and steep but the surface was good and the exhilarating coast compensated for the long plug up. The inevitable scorch commenced five miles from home.

The K. C. C. have recently purchased a billiard table and a piano. The club has eighty active members.

A. A. Hanson, St. Paul, Minn., now holds the 24-hour record of the northwest. He rode from his home to Blooming Prairie and return, 224 miles, in 23 hours and 55 minutes.

Gus Boyer, hero of that famous 20-mile ride from Cleveland to Painesville early last September, has been spending the past week in Chicago.



Connerat. Welch. Adams. Banker. Murphy.  
THE CEMENT TRACK AT SAVANNAH.



## CLEVELAND NEWS.

CLEVELAND, OHIO, Oct. 30.—In resuming the examination of witnesses in the Brader inquest, mention of which was made in last week's BEARINGS, Charles J. Bard, the young man whose bicycle collided with Brader, testified that he was returning from the theater when the accident happened. The night was so bright, he said, that he did not consider it necessary to warn Brader and Horst of his approach. They walked as though they were intoxicated. He remembered when the collision occurred, but thereafter his mind was a blank. He had been rendered insensible by the fall. A number of witnesses testified that the pair had been drinking prior to the accident. One witness testified that Brader was intoxicated. In summing up the testimony the coroner gave it as his opinion that Brader was intoxicated at the time, and rendered a verdict of death by accident.

A great deal of pride is being manifested by the board of county commissioners in their efforts at systematic and

### Improved Road Building.

Early in the summer the contracts for the construction of trial strips of roadway were let. The specifications were decided upon after about two years of careful study. The roadbed consists of layers of crushed stone and dressing and is drained in the most approved manner. The work of construction is now about completed.

One of the sections of roadway extends along the Wooster pike and the other along the Bedford road. The experiment has proved eminently satisfactory and in the opinion of the board there is very little room for improvement. The good work will go on with as much dispatch as possible and the day is not far distant when Cuyahoga County will be the banner one in the state for good roads.

For some time past the members of the Cleveland Wheel Club have been thinking seriously of incorporating, and a committee appointed to draw up a

### Plan of Incorporation,

with constitution and bylaws, made a partial report at the last meeting of the club. The report was complete enough to enable the members present to decide upon the measure and it went through without a dissenting vote. An incorporating committee, consisting of Messrs. W. J. Boardman, Al Hoffman, H. A. Sikly, Wilson G. Smith, and W. F. Sayle, was appointed, with instructions to go ahead with the plan at once. The capital stock is to be \$10,000 with shares at \$5 each, and each member in good standing at the time of incorporation will receive two shares of paid-up stock free. This stock, according to state laws, will be liable for twice its face value. The club has had considerable trouble lately in collecting its membership dues and the above plan is expected, in no small measure, to do away with this evil. The member who does not pay his dues will soon find himself minus his stock, as the dues will eat it up and it will revert to the club. New members will be compelled to buy at least one share of stock, which will be the same as an initiation fee, and in addition must pay initiation fees and dues to the L. A. W. Rules governing honorary, life, and associate memberships will also be prepared. A committee that was appointed at the previous meeting to audit the accounts of a former secretary also made a report, and in it scored President Skinkle and his administration in an

### Altogether Uncalled-for Manner.

Both committees, by their own request, were continued until the next meeting of the club. Toward the end of the meeting President Skinkle left the chair and "went back" at the auditing committee in grand style. This was followed by his resignation as president of the C. W. C. Mr. Crawford, first vice president, also tendered his resignation. Neither was acted upon at this meeting. Altogether it was a very warm meeting and a prediction that the next one would be of the same temperature would not be far out of the way.

The opening and housewarming of the C. W. C. headquarters on Thursday evening last was a most enjoyable and successful affair. Although rain fell all the evening (genuine C. W. C. weather), the house was comfortably filled on the first floor, reasonably filled upon the second (billiard-room), and packed in the ball-room. Between three and four hundred couples were entertained, and the success of the affair is due in no small degree to the hard work and good management of Messrs. Sayle, Carpenter, Kohler, Leininger, and Schlemann, the house committee. A neat souvenir badge was issued, inscribed with the club emblem in purple and gold (club colors)

and "Cleveland Wheel Club opening, October 26, 1893." Everybody had a good time and everybody said so.

### Collister and Marion Heard From.

A recent letter received from George Collister, dated at Cologne, reports W. C. Marion and himself as having a fine time abroad. They will probably not be home until after the holidays. It was "raining in London."

Newburgh wheelmen are congratulating themselves that they now have block stone pavement from the center of the city clear through to their homes, a distance of six miles. Before this improvement it was next to impossible to ride a wheel through some of the streets.

## MASSACHUSETTS POLITICS.

BOSTON, MASS., Oct. 28.—It is said that this year's vote in the state election will be the largest ever cast, and this is based on the fact that already about 2,500 votes have been sent to the returning board. Last year there were only about 1,200 cast in all, and this year, when the ballots have not been out ten days yet, almost half the entire strength of the state has been cast.

This augurs well for Messrs. Perkins and Howard. It was the hope of the Deanites that only about 1,500 votes would be cast. This would take in and include only the city clubs, which they felt reasonably sure of; but the large number of votes already cast signifies that the great masses of unattached are voting, and they will vote for the present administration to a man. The Massachusetts Club, as a club, is voting for Perkins and Howard; but some few members, and they hold club offices of

minor importance, are voting against them. They do not count. The Press Club is doing the same thing. The Union Club is voting for Perkins and McCausland. The Eagles are voting the administration ticket right through; so are Haverhill, Newburyport, Taunton, North Adams, Lowell, and hosts of small places, which know the worth of the independent candidates. Even those who claimed at first to be Dean's supporters are wavering, and Somerville, McCausland's home, is not so "solid" as it is said to have been. A man who has been president of the Somerville Club told me the other day that Somerville would by no means cast a solid club vote for Dean and McCausland. It is to be expected that McCausland will poll a large vote in Somerville, but Dean will fall far below him, if indications mean anything.

Worcester too, that place where they could not say enough against Perkins, is swinging into line and will be all split up. They could not stomach Dean, because he was more active in the Miller sanction incident than any one else. So there you are. It is my opinion that Dean will not

know where he is at all when the votes are counted. Sterling Elliott's letter has done him more harm than anything else that has been sprung in the campaign. It was so disgustingly personal that the voters are saying that they will neither vote for Elliott for representative nor any one he supports for any office. So it has had a boomerang effect. The *World* has been trying to retrench, and when it found the howl of disgust that the printing of the letter caused, it sent to the chief consul asking him to reply to it; but he did not see fit to do so. It has repeatedly offered him the use of its columns and tried in all ways it could to counteract the effect of its bad judgment in this matter.

The Malden ten-mile road race, which was to have been run this afternoon, has been postponed on account of the rain.

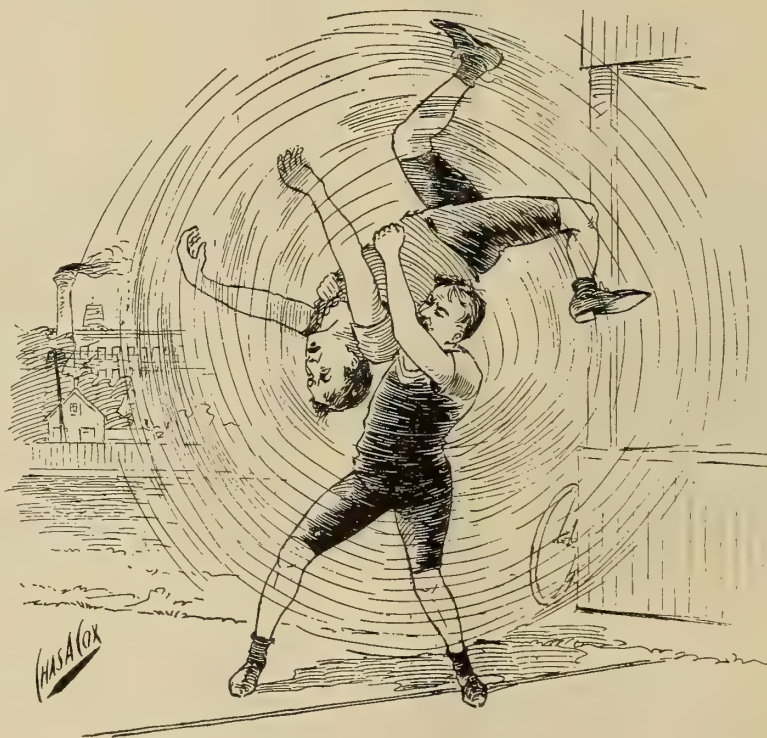
The Eagle Cycle Club had a very enjoyable smoker last evening.

The plans for the winter campaign of amusement and entertainment are fast maturing and the winter promises to be a very lively one.

S. C. Wahl, the Washington, D. C., cyclist, rode 297 miles in 24 hours on roads west of that city, starting Wednesday evening of last week. This was fourteen miles better than the best previous record made on the safety, but five miles short of Spooner's 24-hour road record of 302 miles made on the ordinary. J. J. Fister, of Washington, held the previous safety record.

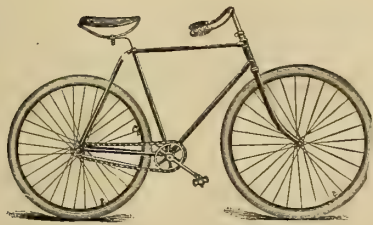
A number of musical cyclists have formed a club at Saint Chamond, France. Thirty musicians belong to the society, and they propose to give concerts at all the cycle fetes in their vicinity.

Tom Jefferis, the Louisville rider, is training hard for a hundred-mile record ride and possibly a try for the 24-hour record.



BEATEN AT THE TAPE.





# The... Columbia

## Standard Bicycle of the World.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...





# A True Story Fully Illustrated.

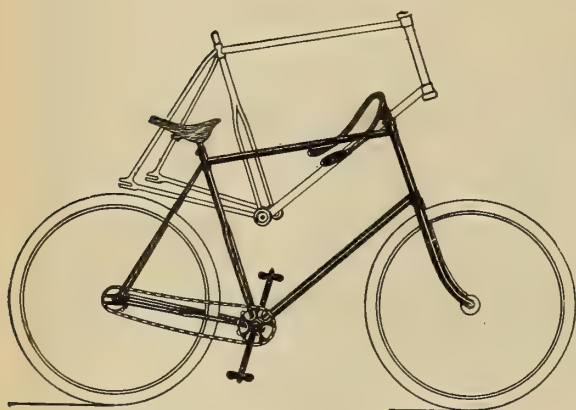


## "The Fowler"

Showing our "Never-Wear-Out" Bearings as made from the Solid Bar Tool Steel.



The Fowler Truss Frame (Pat.).



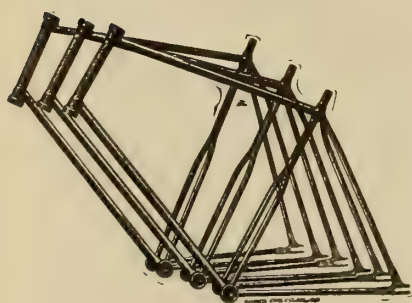
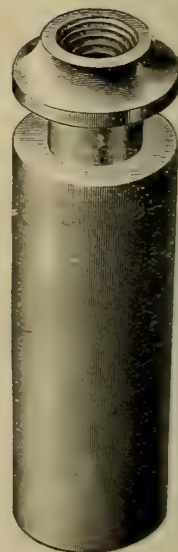
The Fowler and its Unequaled Frame.



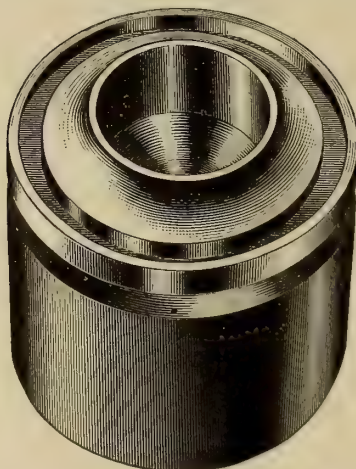
Head Cup.



Crank Shaft Bearing Cup. Front Wheel Cone.



High, Low, Regular Truss Frames.  
No Extra Charge.



Head Adjusting Cone.



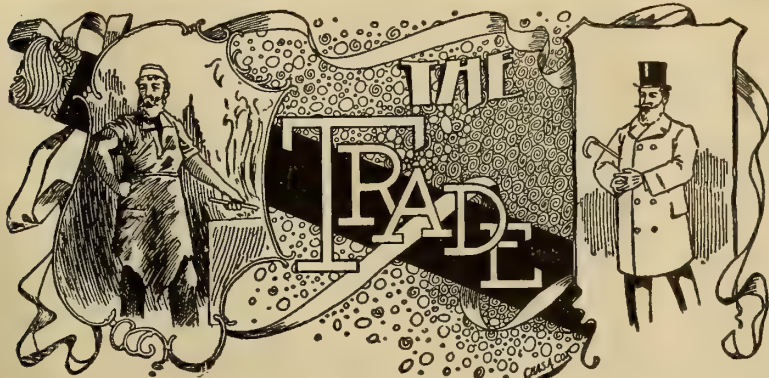
Crank Shaft Adjusting Cone.



# MERIT WINS







*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

### THE SHOW QUESTION AGAIN.

Ever since there have been two candidates in the field for the annual cycle show THE BEARINGS has persistently called attention to the fact that two shows would be an imposition on the trade, and that one or the other would be a fizzle. We thought that Philadelphia was the proper place to have the show and that it would have *the* show. Later developments have shown us that we were in the wrong. The New Yorkers, with the energy that characterizes that city, have worked hard and now have results to show, while Philadelphia, taking things more easily, can not show anything tangible as yet. New York undeniably will have the greater support from the trade and will have the representative show. A little while ago we recommended that manufacturers exhibit at but one place, and that Philadelphia. We give the same advice now, except that the place should be New York. One show is all that any one wants, and two will be an injury rather than a help to the trade. We are sorry not to see Philadelphia in the lead, but in the present state of things we can not but recommend that she abandon her plans for the show.

### FOR A TRADE ASSOCIATION.

*The Referee*, of this city, has been sounding the trade on their willingness to become members of a cycle trade association and has received a great many replies favoring the scheme. The plan is a good one, and we are glad to see the numerous favorable responses. It is proposed that a meeting of the representatives of the various houses who have expressed themselves as willing to enter the association, be held during the cycle show at New York, to arrange the preliminaries looking toward a permanent organization. Our contemporary is to be congratulated on the good work done in the matter and we trust that it will not end in anything but the much needed association.

### DEVELOPMENTS IN THE SHOW QUESTION.

The latest developments in the show question seem to point to New York having by far the greater number of exhibitors. The Pope Mfg. Co., who were supposed to be staunch supporters of Philadelphia, have engaged six spaces at New York and four at Philadelphia. Gormully & Jeffery, however, have steadfastly refused to exhibit at New York. New York has already closed contracts for nearly fifty spaces, and has such hustlers as C. A. Sheehan and C. A. Persons looking after the trade. Mr. Sheehan, by the way, emphatically denies that either he or any one outside the Madison Square Garden people and the Metropolitan Association of Cycling Clubs has any financial interest in the New York show.

#### Among the New Comers.

The Eastern Rubber Co., of Trenton, N. J., are on the market with a variety of tires, among them the Gem, the Fleetwood, the Climax, the Arrow racing tire, and the Cyclone, a mechanically fastened tire. They are also large manufacturers of pedal rubbers, rubber handles, cement, valves, and a full line of rubber specialties. They are represented in the west by W. J. Walker, with headquarters at 207 and 209 Lake street, Chicago.

A Lyndhurst wheel recently met with a strange accident, write McKee & Harrington. A young man riding along a perfectly smooth road suddenly had his forks bent back and the wood rim twisted all out of shape. When the wheel was taken out, it was found that no spokes were broken and the rim was all right, but alas for the rider; it was ascertained that he was laid up for two weeks, all on account of the smooth road. He afterward admitted having run into a curb.

W. L. Grant, with McKee & Harrington, the Lyndhurst bicycle people, formerly a resident of Massachusetts, has given up track work and confines himself strictly to his office. He gained quite a local reputation on the track by his speed. He was noted for his staying qualities. His walking feats also were worthy of mention.

### The Heustis Tire.

The Newton Rubber Works, of Boston, are going to be very much in it on the tire question in the '94 trade, their Mr. F. W. Heustis having patented a detachable tire for which they claim the following points: First, lightness; second, strength; third, because it is impossible for it to creep on the rim; fourth, because it is of absolute and rapid engagement; fifth, it is the only detachable tire applicable to a light wooden rim. The tire is illustrated in our advertising pages. The cuts show its construction very clearly, and in offering it to the public they feel that the simple construction, absolute freedom from creeping, combined lightness and strength and the absolute and simple method of engagement will commend it to manufacturers and buyers.



F. W. HEUSTIS.

### R. B. McMullen & Co.

R. B. McMullen & Co. are flooded with orders for the celebrated Shelby tubing, which is as good, if not better, than anything produced. They also record many other orders during the day for their cycle specialties. Ned Oliver is at present doing the east, and will be located at Springfield, Mass.

### HERE AND THERE.

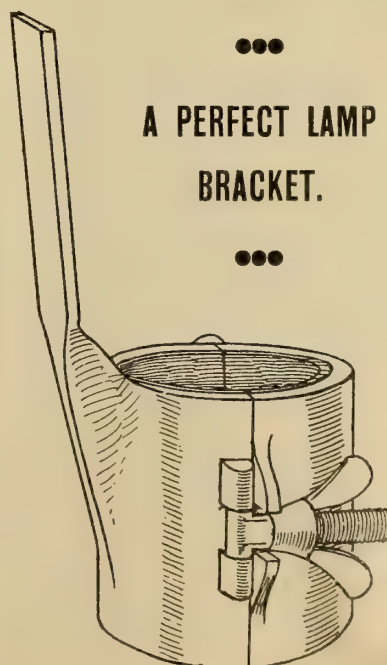
"Geared bug" is the latest term applied to the front-driver in England.

A Chinese inventor of Tchu Fli made a velocipede as nearly like the present bicycle as half of the fifteenth century is like the present time. The wheels were of bamboo, and it was with a stick of the same kind of wood that he was thrashed to death for trying to ruin the industry of the country.

The Universal Exposition, International and Colonial, will be held in Lyons, France, April 26, 1894. It will be held in the Tete d'Or Park and the main building will cover a large surface. A large space will be reserved for cycles. Information desired can be obtained from M. Clavet, director general, Palais Saint-Pierre 14, Lyons, France.

William Corcoran, the old-time trainer of the New York Athletic Club team, of which Zimmerman is a member, may be again in charge of a team next season. Corcoran is now manager of the Waltham cycle track, on which he has worked with untiring energy since its inception. He was a spectator at Springfield and was much perturbed over his favorite's defeat. After Sanger's sudden reversal of form he gave it as his unbiased opinion that "Zimmerman is still king."

## FOUND AT LAST.



The very thing you have been looking for. A detachable lamp bracket that can be fitted to any bicycle, and taken off with the lamp when not in use. Instead of taking off the lamp and leaving an unsightly bracket, the two are taken off together with less trouble than that of taking the lamp alone off an ordinary bracket. Removed by a few turns of a butterfly nut.

The bracket is invaluable to those who ride light racing and scorching wheels, not fitted with lamp brackets on the road.

Can be fitted to any make of wheel.

Sent postpaid to any address on receipt of \$1.00.

In ordering state make of wheel.

**W. W. Shryock,**

27 W. Berry Street, Fort Wayne, Ind.  
Mention The Bearings.



## JOHN PALMER RETURNS.

John Palmer arrived in Chicago on Monday last, and after a few days of anything but rest, left for Akron to consult with the manufacturers of the now justly celebrated Palmer tire. Mr. Palmer confirmed the report of the formation of a company to handle his tire in England, France, and incidentally the English colonies, including Australia. The new company will be known as the Palmer Tire Co. It is composed of the Rudge Cycle Co., Whitworth Cycle Co., India Rubber, Gutta Percha & Telegraph Works Ltd., and the Palmer Tire Co. The new company is incorporated for \$150,000, but this does not represent the amount of capital behind it by any means, simply limiting its liability. In England 100,000 sets of tires have been contracted for, and all tires for the French trade will be manufactured in France, in Brest probably. The French duty is but 15 per cent., yet it is found far cheaper to manufacture in France. The Rudge and Whitworth companies, two of the foremost English companies, will put Palmer tires on all their output not otherwise ordered. The success of the Palmer and the great reputation built for it by persistent and painstaking work has placed it in the front rank of the tire trade.

Too much praise can not be showered upon the American push and energy and above all American business ability as exemplified by Mr. Palmer. Leaving America May 14 and reaching home October 21, in the face of almost insurmountable obstacles he placed the tire of his invention at the very zenith of popularity, far ahead of many of the old-established tires. Five months' work in the English patent offices has made him thoroughly conversant with every phase of English patent laws and every tire ever patented. While there, he secured a half-dozen new patents and filled his mind with an immense store of new ideas, with which he expects to more than astonish the world before the winter is over.

To the many victories so signally won on road and path, both in England and America, he attributes much of his great success. Landing in England with but three sets of racing tires, he captured—besides a score or more important races—the one-mile English championship with Sanger; the two and five mile record, hour record, and others with Meintjes; both first and second place in the Cuca Cocoa 24-hour race and Brixton challenge cup race—and all with but three sets of tires. Other tires arriving, records and races fell like autumn leaves, and the tire became all the rage. The Dunlop Tire Co. fought every inch stubbornly and brought its '94 tire out early to stay the progress of our American hustler. But the records of the rival tire fell with unceasing regularity into the American man's lap. The fight is not over yet, but Palmer is confident of the new concern's ability to maintain and hold their ground.

Next season Palmer will go to Germany to introduce his goods. A large number of tires have been sold there from England, and they are rapidly gaining in popularity.

Terront, the great French rider, will soon go after Lesna's 24-hour record with every chance of success.

C. G. Kilpatrick, the one-legged trick rider, "King of the Capitol steps," is planning a tour of the south this winter, ending with a visit to Cuba. He will visit Memphis, Nashville, and New Orleans, giving his exhibition of trick riding and his stair act in the base-ball parks.

Sunday, November 5, the Chicago Cycling Club holds its annual ordinary run. This will be to Pullman, and the usual custom of fining will be followed.

## COVENTRY MACHINIST CO. LEAVES AMERICA.

The Coventry Machinist Co. closes its American business this week. The goods from the Chicago store have been all shipped to DeVaney, Hopkins & Co., who have represented the Coventry Co. on the Pacific coast, having the San Francisco store of the company. Mr. Marrett has been undecided regarding closing, and last Monday received the letter that did the business. It is understood that Mr. Marrett's connection with the firm will cease with the closing of the Chicago store, as he desires to remain in this country. It is said that Mr. Hill, the Boston manager, will return to England, which he has been anxious to do for some time. The Coventry Machinist Co. did not score a decided success in America, owing to trouble with the customs authorities and the warm competition of American-made goods.

## '93 TRADE IN KANSAS CITY.

KANSAS CITY, Mo., Oct. 30.—The season of 1893 has not been a prosperous one to the bicycle trade in Kansas City. The business has been greatly overdone. A market that would have given a profit to three retail

firms could not support five times that number. Then the large jobbers openly sold wheels at retail at lower prices than the retail men asked, and cut prices and long time payments became universal early in the spring. Wheels were shipped in from Chicago and elsewhere by the carload and sold at auction; the stock of a large retailer was sold by the sheriff; all of which tended to deprive the dealer of what little chance he might have to do business.

The effects of this condition of affairs, however disastrous for the time being, may result to the ultimate good of the trade. It will no doubt deter many, who have had sad experience this year, making another venture next season. Some of the hardware people will probably let the bicycle alone in future, unless they still have machines on hand to get rid of; and new men will not be so anxious to go into the business.

## A Test for Wood Rims.

The Stearns' quadruplet, illustrated in last week's BEARINGS, is fitted with wooden rims. The combined weight of the riders is close on to 750 pounds. Bearing this

excessive weight and going at the speed that is required in record breaking, it will prove an important and a crucial test of the strength of the new style of rims.

The "quad" is considerably lighter than the Winton, the only other one in existence. It is geared to eighty inches and the tread is very narrow. The frame is built on the truss principle and the rake of the head is such as to insure accurate steering. The wheel is now at Independence, Iowa, being ridden by Knisely, Baker, Minor, and Rhodes, to pace John S. Johnson in his attempts on records on the kite-shaped track.

## Stolen.

Cleveland No. 3, pneumatic tires, No. 1,230; and King of Scorchers, pneumatic tires, No. 24,350. A liberal reward will be paid for recovery of same. Address, Prince Wells, 626 Fourth avenue, Louisville, Ky.

## Personal.

If Mr. Will Brewer is in Chicago, will he kindly call at 1107 Chamber of Commerce.

A. D. Kennedy, of the Illinois Cycling Club racing team, while not entirely out of danger, is thought to be on the way to recovery.

## SAME OLD STORY.



U. N. CERTAIN.—"I wonder what list price to make, and how much we can charge our agents for wheels next year?"

B. E. CAREFUL.—"Let's wait and see what —, —, and — are going to do."

H. E. KNOWS.—"Well, now, you'd better keep your eye on the Eagle Bicycle Company. They generally set the pace. At any rate, they did in '93, and some people predict they will in '94."

## THE "EAGLE" SETS THE PACE.



## BRAKESPEARE ON WEIGHTS.

The weight of the 1894 pattern wheels is, or soon will be, a burning question. Have the weights of this year's wheels proved so satisfactory that little change will be made, or have they proved too light and stood so poorly that next year will see a reaction in favor of mounts a few pounds heavier? Not a few people seem to think that the latter will be the case, and that the '94 road wheel will weigh nearer thirty-five than thirty pounds.

There is little doubt that if the great majority of makers and sellers of wheels could have their way, all '94 wheels would weigh over thirty pounds, and, as in the past nothing but the constant demand for lighter wheels brought the weights down from fifty pounds and over, and then only when it was seen that the riders would get light wheels from *somewhere*, so it will be nothing but the fear of competitors bringing out lighter wheels that will compel the makers to keep the weights down in '94. If it were possible to make a compact binding *all* makers to turn out nothing less than, say, thirty-pounders for the road, there would be a great deal of rejoicing in the camps of those who make and those who sell the wheels.

The reason for this attitude is perfectly plain, and when it is remembered that every pound taken off the weight of a bicycle adds dollars to the cost of making, and that the cost of the guarantee is made much greater, it is no wonder that there is an unwillingness to cater to the demand for light wheels. Also, that while it is true that there is no such thing as standing still in the art of making bicycles, and that weights that seem impossible one year are reached the next, yet not only do the makers have to devise ways of cutting down weight, and procuring better material to stand the greater strain they are subjected to, but they have to take the risk of there being no weak points about the new models. They may know that a wheel of a certain weight will stand all right, or even that a lighter wheel will stand certain riders; but when it comes to putting out thousands of wheels with the weight cut down to the lowest possible point, that is an entirely different matter, and the makers are, naturally, unwilling to assume the risk unless forced to do so.

If extremely light wheels were sold only to those who have both the experience and the ability to handle them with judgment, and new riders and Jonahs were restricted to the heavier wheels, the task of reconciling the makers and the riders would be a much smaller one. Unfortunately this is not the case; it has been proved repeatedly that where two weights of wheels are put out—a light roadster and a full roadster—the former will push the latter to the wall, and be used almost entirely by all classes of riders. If one man rides a wheel of a certain weight, and it stands up under him, every one else wants one like it, and thinks that it is suitable for all riders. It is not considered that one has to *learn* to ride a light wheel, and that during the process of learning the wheel gets many hard knocks, which render its life shorter than it would otherwise be. A man may buy a wheel a little heavier than the average, thinking that as he does not care to ride fast the few pounds additional will not make any difference, but the time is almost certain to come when he will regret that he did not get a lighter wheel. No one wants to push more weight than is actually necessary, and the rider who finds it difficult to keep up in a friendly run will, nine times out of ten, lay the blame on his heavier wheel.

The maker thus finds it very difficult to put out two weights of wheels for the average rider, and if he must come to one weight *he* prefers the heavier one; while the purchaser, on the contrary, wants the lighter one. At first the light one is used with as much care as if it were glass; but this forbearance soon ceases and the wheel is ridden just as hard as a heavier one.

In deciding weights for '94, however, it must be remembered that the question is not what the makers want to put out, or what they think the riders ought to have, but what the riders themselves insist on having. Bearing this in mind, I venture the prophecy that there will be a further reduction of weight in '94, and that this reduction will extend to regular road wheels as well as to road racers. In many cases twenty-five or twenty-six pounds will be the weight of the former, while the scorcher's favorite mounts will run from twenty-five down even to twenty pounds. There will be wheels weighing thirty pounds, or even over this, but they will be very scarce, and will be used mostly by large and heavy men.

The makers will put out these light wheels because they know that they will stand if used properly, and the fear that they will get into hands that will abuse them will not deter them from making them, because each maker knows that some one else will build the light wheels if he does not. Thus each is forced to follow the tide of progress, simply because it has become such a strong tide that he can not stem it if he wishes to. There is little reason to doubt that some of these phenomenally light wheels will come to grief, but the best American makers have had experience enough with featherweights to make them right, and it is such a fascinating work to see how much weight can be taken out of a wheel and still have it stand up, that pleasure is derived even from such prosaic work as bicycle building.

BRAKESPEARE.

### Another Addition to the Benedicts.

At Fall River, Mass., October 24, 1893, Miss M. Thompson, of Perthshire, Bonnie Scotland (who arrived on the steamship *Furnessia* on her last trip), was married to Mr. Alfred Stainforth, of Highlandville, Mass.

Everybody knows genial Fred Stainforth, the hustling advertising manager of the Union Cycle Mfg. Co., who has a splendid reputation as an advertising expert, and has also written considerably for the general cycling press. In his new departure everybody will wish him as much success as he has made in the cycling world—a host of friends and lifelong happiness.

## DURYEA MAKES A VISIT.

He did not fly, but his motions were very rapid nevertheless. He was an inventor, his every aspect proved it. He had a good thing; his eyes proved that. It was Saturday afternoon and all had gone from the office with the exception of the business manager and one of the staff, when a tall, angular, bewhiskered individual came in with a rush.

"Is Mr. Van Sicklen in? Yes? Well, my name is Duryea. I won't detain you but a few minutes. I want to talk tire, for we've got a new one and it's a dandy, you bet. It's the best thing ever gotten out, I'm quite sure. We make a radical change in the fabric, and it's the fabric that's the tire nowadays. It's where the speed comes from. Plain canvas and rubber don't make a tire, and the sooner manufacturers realize this the better.

"But as I was saying, we have the fabric. It's a good deal on the thread-tire principle—like Lozier's or Palmer's—except that we knot ours, making it a fishnet, with all possible chances of a rupture entirely eliminated, and I'll tell you how. You see our threads are tied together, first these two (as he rapidly drew a diagram); then the second threads tied to the third a quarter-inch farther down, and so on. You stretch the netting out when tied and you would have a uniform set of square spaces one-quarter of an inch each way. Now in case of a large puncture or burst, this space of a quarter of an inch is all that would open and it's the knotted space that stops its spreading farther. You see where the thread runs clear across, a break in the rubber rapidly opens up. And another thing, our threads run directly across the tire, consequently at right angles. These thread tires run obliquely. With ours, in passing over a pebble the impression made is all in the space of a half-inch square; in the others, the impression is to the end of each thread that crosses the spot, consequently covering many square inches, causing a jumping motion, which ours will lack. In our tire the threads are set close between, and one layer of threads tied together is as strong as two layers in other tires. These layers are bound to rub at some time and wear out. Protection from rubber does not save them, for the thin layer of rubber between is bound to wear out.

"Our tire is of the clincher pattern and we have three ways of making it. The one which will be used will be attachable to any rim and will be of the band principle. We're ahead of Spangler on that patent. I am satisfied we own him there. We are getting just as broad claims as it is possible to get. In ours the band is stiff and is merely shoved to one side until the edge is in all around, then over to the other side. Another style of fastening is much like the Dunlop, yet so different it does not conflict in any way; and the third is by means of hooks and eyes, one edge being cemented to the rim and the other brought over and hooked. This loop principle is not as good, as the threads may not be drawn as tight in one place as another and it will swell in the loose places, while in ours every hook has its own eye and there can be no difference.

"What will it weigh? Well, that we haven't settled. We go in more to make a good substantial road tire, and we don't care to sacrifice our interests by light tires which burst easily so early in the game. But time is money, I must be going."

Mr. Duryea retired without giving the name of his tire, of which he promises to send fuller particulars later.

### A New Sundry.

Cushman & Denison have just placed on the market their new "Star" oiler, which is an excellent oil-can at a low price. It contains a number of improvements on the cheaper oilers now in use. They guarantee the "Star" to be as good as any oiler in the market except the "Perfect." The "Perfect" oiler will be made in larger quantities than ever. With the recent improvements it is even better than the old style, which has so long been the leading favorite. The "Perfect" has just taken the highest award at Chicago.

### Recent Patents.

- 506,673. Crank-and-sprocket fastening for velocipedes; Frank P. Crosby, Chicago, Ill., assignor of two-thirds to Frank J. Lamberson and Frank H. Webster, same place.
- 506,675. Bicycle stand; Levi M. Devore, Freeport, Ill.
- 506,685. Driving-gear for bicycles; Richard Fryer, Waupun, Wis., assignor to Charles G. Perkins, Hartford, Conn.
- 506,727. Velocipede; Joachim Ragoucy, Paris, France.
- 506,741. Bicycle; William C. Smith, Goshen, Ind.
- 506,753. Method of making hollow wheel-rims; Edward Warwick, Birmingham, England.
- 506,858. Cycle wheel; Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Bros., New York, N. Y., and the Lamb Knitting Mfg. Co., same place.
- 506,958. Boot-pull and trousers-guard; Joseph Walden, Orange, N. J.
- 507,016. Ball-bearing, eccentric and strap therefor; Charles H. Knowlton and Benjamin F. Meyer, Camden, N. J., assignors to the M. A. Furbush & Son Machine Co.
- 507,026. Valved pneumatic tire; Fred W. Morgan and Rufus Wright, Chicago, Ill.
- 507,062. Bicycle support; Gustave W. Bert, Chicago, Ill.
- 507,068. Wheel-support for vehicles; Sterling Elliott, Newton, assignor to the Hickory Wheel Co., South Framingham, Mass.
- 507,081. Bicycle; Joseph W. Prosser, New London, assignor, by direct and mesne assignments, to Charles Watrous and Stanislas D. Beaushene, Ledyard, Conn.
- 507,089. Wheel-tire; Frederick D. Owen, Washington, D. C.
- 507,090. Tire for vehicles; Frederick D. Owen, Washington, D. C.



## PRATT TALKS FACTS AND FIGURES.

It is somewhat amusing to note the comments made by the trade, and the guesses as to what next year's list price will be. Taken all in all this idea of withholding our prices from the public is not a good one. I agree with my friend Wilcox, and believe that prices should be announced. Over a month ago I was in favor of announcing the prices of our wheels but other members of the firm did not favor my idea. A careful and thorough investigation of cost, discounts, etc., convinced me that few firms could manufacture a thoroughly first-class bicycle, right up to date in style, finish, weight, and material; go out and market it; give an agent discount enough to enable him to sell on long time, and list the wheel at much less than \$150.

No one but a manufacturer who has been "through the mill" has any idea of the cost of marketing anything. The old makers could, if they would, sell wheels at a price almost as low as it costs some of the smaller firms to manufacture. They have their trade established, they *know*, almost to a unit, *how many* wheels they can sell. Any one of the big concerns can market their wheels for less than *half* what some small concerns can. Yet there are small makers offering wheels to jobbers at a margin of \$5 each above factory cost. *Every one* of those concerns will go to the wall before next September. I do not look for them to get out of the business, as the men who were responsible for their present organization will find "suckers" enough to buy out the old plant and continue. This reminds me of a prediction I made last spring while in Detroit, when I learned at what prices an eastern manufacturer was selling his wheels to one of our agents, and I told them that maker could not make wheels the first year at that price and give them protection as to guarantee. The maker recently settled with his creditors for 25 cents on the dollar, and the agents had broken wheels to replace at their own expense. Now they too are in trouble.

Most new makers figure something like this: Material (less tires), \$20, (which is too high); tires, \$10 to \$20; labor, \$10; total, \$40 to \$50. Think of it! \$100 profit—what a snap!

They do not stop to think how much more they must spend and *lose* before they have the money for their product. We will suppose the *factory* cost of a bicycle *is* as low as \$45, for instance, in lots of 1,500. What will it cost to sell these 1,500 bicycles? Just for the fun of it let us make an estimate.

Office expenses: One manager, two bookkeepers, one stenographer, two traveling men, sundry office expenses, will equal—Manager, \$2,500; bookkeepers \$1,600; travelers, \$2,400; expenses for forty weeks, at \$40 per week, \$3,200; stenographer, \$600; office expenses, including stationery, postage, insurance, telegrams, express, etc., \$1,500, and you have \$11,800. Add to this advertising in, say, five cycle papers, one page each at \$20, or

\$100 per week for forty weeks, \$4,000; magazines, \$1,000; circulars, \$500; prizes, \$500; sundries, \$500; catalogue, \$500; and you have \$7,000 more, or \$12,500. Then on top of this a little for racing—say, salaries of two amateurs for twenty weeks, at \$20 per week (which is about the average), \$400; trainer, \$500; expenses, three men, twenty weeks, at \$50 per week each, \$3,000—a total of \$3,900; or a grand total of \$16,400.

We will suppose you sell your output of 1,500 wheels, and your losses amount to but \$10,000 (more often it is twice that on the same amount of business), you have \$26,400; add \$600 only for your guarantee, and you have a selling cost of \$27,000 on an output of 1,500 wheels, or almost \$20 each. List your wheel at less than \$150, give 40 per cent., and in many cases 50 per cent. or more, as has, and is being done by many makers, and how much will you make? I may be "off" on my figures, but I don't think so; not in the aggregate at least.

Those who have their agents and have a trade established are in a position to do business for less money per wheel, providing the crack amateurs do not "pull their legs" for too much. Another thing, few firms make over 1,000 high-grade wheels, and their expenses are not far from my estimate. The jobber has been the salvation of many firms the past two or three years, but his days are numbered. If *all* the makers who have been supplying him in the past will go to work and establish a trade of their own, and make no more wheels than they can sell, it will stop price-cutting, careless credits, etc.

The most successful manufacturers in the world have built up their business through the agency system. Not only does this apply to bicycles but every other branch of trade. Take the hat trade—Dunlop, Stetson, and Miller all employ this system. The piano industry, sewing-machine business, reaper and binder makers, the most successful publishers, all market their product through agents and dealers. Look at the enormous business Bissel does in carpet sweepers, not only in this country but abroad. Then there is Blair, the stationery man of Huntingdon, Pa.; I can remember when he had a little business which was handled by two or three jobbers; he had some trouble with them and began marketing his output through dealers; two years ago he had 10,000 customers on his books. Speaking of agency systems reminds me of the National Cash Register Company; authorities say they have the most perfect in the world, their only competitors for perfect system being the Pope Mfg. Co. Would it be possible for a panic like the present one to embarrass any one of the above-mentioned firms? I think not. While the manufacturer who depends upon a few jobbers is very likely to go down if one or two of them fail. The jobber is more likely to fail than the manufacturer, as he carries a large number of customers on very small margins. What the cycle trade wants is good conservative business men, who realize that long-time payments must be secured by long profits. No matter who carries the installment buyer, it must not be done on short margins.

J. ELMER PRATT.

# Our Agents Make Money!!

## DO YOU

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS....



Stock carried in CHICAGO by

## Woodrough & Hanchett,

38 AND 40 LAKE STREET.

♦♦♦

## The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.

MENTION THE BEARINGS



## BOLAV TALKS SHOP.

The accident to a rider upon the track at the A. C. C. meet was a telling object lesson against cheap and unreliable wheels. Here a young boy, mounted on an ordinary road wheel, narrowly escaped death from no other cause than faulty material. He was thrown, not from a collision with other riders, but simply because the forks of his machine cracked and broke. The wheel was a cheap imitation of a standard make, and has been sold to agents at such an enormous discount that it is impossible to understand how any dealer could conscientiously offer it for a high-grade machine.—*Exchange*.

There is another little lesson for you, O dealer and buyer, and one you ought to have learned long, long ago. If the accident in question were an uncommon one, there might be little to say; but when the repair shops are examined, a condition of woe is disclosed which speaks volumes against the devious ways of those who build and sell \$150 bicycles at \$75. Again the old, old story that cycles cost little to build gets in its deadly work, and the man who comes out with a machine at \$75 or \$100, and assures his customer (who is already imbued with the fallacy of enormous profits) that "his maker is honest and don't ask \$150 for a machine, but is content to build as good as the Columbia (for instance) or better, and sell at an honest profit," has not much trouble to sell his pot-metal goods, on which he makes, and his manufacturer also, a deal larger profit than the man who makes or sells a really high-grade machine at \$150. This fact has been proved so many times that it seems almost absurd to repeat it.

Does any one think for an instant that Brewster could build and sell his ordinary road buggies for from \$200 to \$400 if they were not better than the finely finished but shoddy bicycles turned out by dozens of other firms at from \$50 to \$100? I trow not. Does any one imagine that the great watch-maker Jorkensen could sell his wonderful watch movements for from \$200 to \$1,000 if they were no better than a Waterbury at \$3.50? Does any one think that Pope, Overman, Gormully, the Ariel people, Stokes, the Raleigh, or the Humber makers could keep the price up and the discount down if they had not the confidence of the people? Could Dunlop or Knox sell hats at \$5 and \$8 against the 89 cent article of many other makers, if they were not better? I leave the questions for answer. Mind you, I have no quarrel with the honest maker of cheap machines. The Western Wheel Works, for instance, have performed a noble work, but their goods have born a brand, and have not been listed high and sold low.

\* \* \* \* \*

We would prefer, however, that the show be held the latter part of January or the early part of February. This would give the makers some time to recover from the effects of the World's Fair and allow them to show their next year's wheels to advantage. Of course these small makers who are looking for others' ideas would prefer the early show.—*Exchange*.

There speaks the jealousy of trade, which has stood so long in the way of trade associations and kindred movements to benefit manufacturers and

dealers alike. The quotation is taken from the answer made by a certain very large cycle firm to an inquiry made as to what they thought of a show. The italics are mine, and I only quote it to illustrate the egotism and unfairness not seldom shown in the bicycle business by those who have made a success. Now a long, long period in the harness has proved to me at least, beyond the shadow of doubt, that the great makers are a mighty sight more indebted to the little fellows for *new* ideas than are the little chaps to them; and furthermore, the big concerns are greatly indebted to the little ones for much of their success. Competition is the life of trade, and I mind the time very well indeed when the house who is so fearful that they may be imposed upon were very small potatoes and stood greatly in awe of an older and larger fellow who kept them dodging for some time for alleged borrowing of ideas. Either December, January, or February is too late for much *borrowing* any way, and if the big fellows would quit watching each other and not sware at the little ones but come squarely out and state what their prices were to be in '94, they would make a deal of business for themselves, help the little fellows (who *are* waiting for prices without doubt), and so set the ball rolling which might do much to settle the present lack of confidence and help bolster up the business for the coming season. "Live and let live" is a good maxim, and would not look unpleasant as a motto upon the outer door of the great and deservedly successful maker, who knows himself what it is to struggle with untimely fate, and who ought not to begrudge success to his neighbor. Had those engaged in the cycle business combined for mutual protection years ago, the unfortunate slump of the eastern concern last June would not have driven so many good houses into bankruptcy; and it is not yet too late. I hope my friend Kennedy-Childe has not forsaken the good work.

\* \* \* \* \*

Men who never take a stand anywhere else, frequently have to take one in a street-car.—*Detroit Free Press*.

That is intended for a funny paragraph but unfortunately it is by no means so funny as it reads. One who has tried to get home after 6 o'clock on a Chicago horse or even cable car at any time during the last few months can testify to this. During the last few weeks of the Columbian Exposition, especially on Chicago Day, the man who had to leave his home or his office was a lucky man if he owned a bicycle. Strange as it may seem this much-abused and traduced vehicle was about the only wheeled thing which could get along the streets, and in the matter of individual comfort or safety it stood pre-eminently alone. The bicycle is the rich man's carriage and the poor man's horse. It is cheap at any price that has ever been asked for it, providing the grade was on a par with the price; no vehicle ever invented has given to mankind a greater fund of enjoyment; not another one has approached it in the matter of economy and independence. The lowly and unostentatious safety bicycle is the king of all wheeled things.

BOLAV.

**"Imperial"**  
REGISTERED TRADE MARK

CORRESPONDENCE RELATIVE  
TO 1894 AGENCY SOLICITED.

**YOUR NAME**  
for 1894 mailing list wanted.  
Send it.

**CATALOGUE FREE.**



**AMES & FROST COMPANY, MAKERS.**

**CHAS. H. SIEG MFG. CO., 275 WABASH AVE.**

**AGENTS FOR CHICAGO.**

**302 WABASH AVE, CHICAGO.**

**Mention The Bearings**



**TRADE PICK-UPS.**

H. F. Cody will travel through the southern states for the Central Cycle Mfg. Co.

"The Ferris Wheel!" What manufacturer will adopt this catchy name for his product.

Rust will come through aluminum plated on steel, the same way it does on nickel plating.

The Stover Co. will exhibit only at New York and have secured one of the finest positions in the Garden.

E. A. Sperry, of the defunct Sperry Cycle Co., Denver, is charged by W. B. Fairfield with holding a wheel which is paid for. The matter is now in the courts.

Racing wheels with direct spokes have less of that humming noise which is noticeable when running at a high speed than similar wheels having tangent spokes.

A mechanic in Massachusetts claims that by rolling a steel ball between his thumb and forefinger he can detect a variation of sphericity, amounting to 1-12,000 of an inch.

C. A. Persons, of the Persons & Muller Mfg. Co., reached Chicago Saturday night. Mr. Persons stopped at the Auditorium and on the same floor met an eastern manufacturer. Persons booked an order for a big lot of saddles before the evening was over.

Kicking at a tambourine placed at a level with your head is a fine exercise for the development of the leg. A standing kick is preferable to a running one, and is a cheap and good home trainer. Try it during the winter months when you do not care to go out.

Morgan & Wright have been working their force but four days a week for some time past. Few tires have been shipped for a month, but now that business is picking up the work will shortly be resumed steadily. It is said that indications point strongly to the resumption of night and day forces before long. During the past season it was necessary to keep the engines going constantly for months to keep up with the orders for this popular tire.

**WHY? WHY?**

**WHY** does every experienced rider insist on having a "Perfect" Pocket Oiler and will take no other as a substitute?

**WHY** is the production of "Perfect" Pocket Oilers greater than that of all other makes combined?

**WHY** was our \$100 open challenge never accepted?

**WHY** do nine-tenths of the leading makers of high-grade machines use the "Perfect" Pocket Oiler although higher in price?

**WHY** has every comparative test resulted in a victory for the "Perfect"?

The answer to the above questions is self-evident. The bicycle public *knows* that the "Perfect" Pocket Oiler *is* the best and neatest oil can in the world.

Does not leak. Regulates supply of oil to a nicety.



One-Half Actual Size.

Price 25c. each, handsomely nickeled.

**CUSHMAN & DENISON,**

172 Ninth Avenue, New York

MENTION THE BEARINGS

**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

**GEO. W. HEARTLEY, TOLEDO, OHIO.**

**Manufacturer of Cycle-Making Machinery and Tools.**

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels PUNCHES, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.

**...1894 TRADE...**

**"STALWART"**

ROAD RACER, 28 Pounds.

LIGHT! GRACEFUL! STRONG! SPEEDY!  
HIGHEST GRADE!

GOOD AGENTS  
WANTED.

**Capitol Mfg. Co.**

125-137 Rees Street, CHICAGO, ILL.

MENTION THE BEARINGS

EDWIN OLIVER, GEN'L. EASTERN AGENT,  
Residence, Springfield, Mass.

**Roger B. McMullen & Co.**

64 to 70 Ohio St., CHICAGO, ILL.

**General U. S. Sale Agents for the**

**Union Drop Forge Co.** **Indianapolis Chain & Stamping Co.** **Hunt Mfg Co.**  
Chicago. Indianapolis, Ind. Westboro, Mass.

**Garford Mfg. Co.** **C. J. Smith & Sons Co.** **Snell Cycle Fittings Co.**  
Elyria, Ohio. Milwaukee, Wis. Toledo, Ohio.

**Seamless Steel Tubing, Cold Rolled Steel and Cycle Manufacturers' Supplies.**

MENTION THE BEARINGS

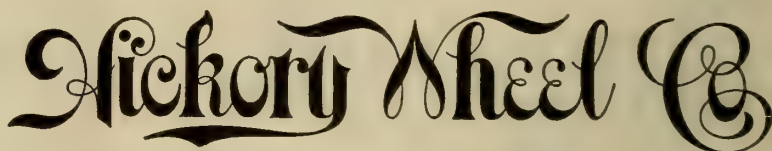


**Worth One Thousand Dollars.**

We are just in receipt of a letter from Charles J. Fosken, a large contractor and builder of Natick, Mass., in which he says:

"I would not take \$1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business; wish I had got one before."

This man rides a regular Hickory Model "A." Send for a catalogue describing it, to



SO. FRAMINGHAM, MASS.



Mention The Bearings





# THE BEARINGS

Vol VIII  
No 15

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOV. 10, 1893.

## JOHNSON—ONE-MILE—1:55 3-5.

**Johnson Betters his Old Record—Tries the Running Horse as Pacemaker Again—It is not as Good as the "Quad."**

INDEPENDENCE, IOWA, Nov. 4.—Johnson added two more records to his string last Thursday. They were the flying and standing two-thirds, and they fell into his hands easily. He had tried for the flying two-thirds on Wednesday, but was a second slow. The first attempt of Thursday was made in the morning. The "quad" took him to the third, and as the wind was on the riders' backs no time was lost. But at the half-mile post a heavy wind struck them in the face and it was here that the real work began. It was a hard struggle, but Johnson was equal to it and clipped Windle's record of 1:16 1-5 by one-fifth of a second. A little later Johnson jumped on the standing-start record and it also came tumbling down like a ripe apple. Johnson had another hard fight with the wind, but was again victorious. His time was 1:23 3-5, but this can be improved upon.

Johnson has said all along that he could get the mile record easily if he could get fast enough pacing, and he came within one second of proving his assertion today. Several attempts have been made on the mile record with the quadruplet and triplet teams as pacemakers, but 2:02 was the best Johnson could do. There were not enough machines to set the proper pace. It was decided today to see what could be done with a running horse, so Tom Eck looked around and found the same piece of canvas he used last year. It was fitted on to a framework of steel rods and fastened to the rear of a pneumatic-tired sulky. Those who have said that this frail shield formed a vacuum for Johnson should try it once, and they would change their minds. The canvas is used to protect Johnson's face from the dirt flung back by the horse's hoofs.

### A Horse for Pacemaker.

The first attempt with the horse as pacemaker was made about 4:30 p. m. The day was a perfect one and there was but little wind. The running horse was warmed up, and when everything was ready for the trial Johnson got in between the wheels of the sulky and at the pistol shot the horse darted away at top speed. Johnson easily held his place and yelled for the driver to go faster. At the third the triplet made a neat pick-up and the half was reached in 1:00 flat. Here the wind was on Johnson's back and he began to gain. It took but :57 4-5 to make the last half.

The horsemen present cheered loudly when he finished, and a crowd rushed to the training quarters to help rub the riders. Inside of ten minutes Johnson was ready for another trial and the same plans as were used in the other trial were again tried. The horse carried Johnny to the third, but the animal was so tired that many valuable seconds were lost. Again the triplet made a good pick-up and again did the "Yellow Fellow" bring him home. The last half was done in :58 and the full mile in 1:59 4-5. At the finish Johnson was quite fresh and ready for another ride, but the pacemakers and horse were tired and it was decided to wait until next week, when Mr. Williams has promised to get a running horse that will carry Johnson to the half in :55 and leave the quad and triplet to bring him the rest of the way. The animal used today was not in training and could not go as fast as Johnson wanted him to.

## Johnson Makes Two More Trials.

INDEPENDENCE, IOWA, Nov. 6.—We are having a regular Indian summer here. Since the Stearns aggregation arrived in town the weather has been something remarkable. The last few days the sun has shone warmly and the wind has moderated considerably. The trials of Saturday raised Johnson's hopes high and he was in fine form today. The wind still blew from the north and again the running horse was pressed into service. An accident to the triplet prevented that machine being used and the animal was compelled to run to the half. The first trial was more of the nature of an experiment and Johnson was not expected to do anything remarkable. But he surprised his friends. The mile was reeled off easily in 1:59.

This was encouraging and after a few minutes' rest Johnson again came forth. With the whip playing a tattoo on the horse's back, and Johnson yelling for more pace, the start was made. The Minneapolitan easily kept behind the sulky, and the half was reached in :58 2-5. Burney Bird, on a single, made a neat pick-up at this point. Bird is a fine quarter-mile man, and he did not belie his reputation in this instance. Johnson was carried along magnificently until the last quarter, when the quadruplet took a hand in the proceedings. A slight difficulty in changing pacemakers lost a valuable part of a second, but the riders of the big machine almost redeemed themselves when they had got under way. Johnson crossed the tape two-fifths of a second outside of Windle's 1:56 4-5. As soon as the running horse becomes able to take Johnson to the half in :56 or better, then the record is sure to go.

### 1:56 3-5 Twice in one Day.

INDEPENDENCE, IOWA, Nov. 7.—By his riding today John S. Johnson has silenced all those who have cast doubts upon his last year's records and has proven that he is every whit the equal of Willie Windle against the watch. Twice today did he equal his famous 1:56 3-5, and 1-5 of a

second faster than Windle's latest attempt.

The day opened clear and warm, with a light breeze blowing from the half to the finish. Quite a number of ladies came out this morning to see Johnson go against the watch and it encouraged the pacemakers to do their best. Just a few minutes after 11 o'clock the procession came forth from the training quarters and the men took up their stations around the track. John Hunt was perched on the little seat behind the four-year-old running mare Rose, and at a signal from Johnson he whipped up the animal and started for the quarter. Conn Baker, who was on the second seat of the "quad," describes the rest of the race against time as follows: "We were at the half-mile post and could hear the clatter of hoofs around by the quarter. Johnson was nearing that point and we could hear Eck yelling for the triplet to go ahead. Our nerves were all on edge and we waited impatiently for our signal. It came, and we were off like a shot. The triplet crew came up to us and we at once jumped away at full speed. Johnny was safely tucked on behind and we put all the force of eight legs onto our pedals. Down near the tape Johnny came up and commenced to pass us. We worked harder than before, but gradually he forged ahead and beat us out by a good length. He had equaled his last year's record and had broken Windle's best by one-fifth of a second." The last half was done in :56 1-5.

The officials at this trial were: C. F. Tucker, referee; W. Littlejohn, starter; Lou Lammers, Frank H. Scott, and J. W. Evans, judges; Frank S.



Tuttle. Rhodes. Eck. Minor. Baker. Knisely.  
Burt. Doner. Bird. Bell.

JOHNSON AND HIS RETINUE.



Trask, C. A. Thomas, and R. Rosemeir, timers. The latter are all horsemen. Johnson's success in the morning attracted even a larger crowd of ladies in the afternoon. Everything was ready for the trial, but Bird was not on hand. After a weary wait he came along about 4 o'clock, and then Johnson again went for the flying mile. The description of the morning's successful attempt would answer for this. The horse took him to the quarter; the triplet carried him to the half in :58 3-5 and turned him over to the quadruplet, and he was hustled home at the same rapid pace. The time was identical with that of the morning—1:56 3-5. This gives Johnson a record never before equaled. In six attempts on the flying mile he got under two minutes each time.

Having annexed all these records, Johnson next turned his attention to Tyler's standing mile of 2:00 2-5, and had it not been for an accident to the triplet he would have again been successful. The mare had done her duty and had brought the record breaker up to the triplet, when it was discovered that something was wrong with that machine. Burt, who occupies the rear seat and steers, is afraid to run close to the pole. The other two are not, and they made an attempt to run the machine closer to the fence. Burt objected and pulled the other way with such force that he twisted the handle-bars around. The animal then had to go the full half. The "quad" men saw that she was tiring out and delayed starting until Johnson was close up. They then made up lost time and made a good run home. It took 1:03 to make the first half and 2:02 1-5 for the full mile.

**1:55 3-5.**

INDEPENDENCE, IOWA, Nov. 8.—"Billy" Rhodes has been declaring right along that Johnson could not break the mile record under a democratic administration, and yesterday's election seemed to infuse new life into Billy's legs. At any rate, he helped to push the "quad" so fast that Johnson cut a full second off his record of yesterday. By the aid of the same pacemakers he did the flying mile in 1:55 3-5.

The "Yellow Fellow" was disabled this morning and it took Rhodes and Baker some time to fix it, so it was not until after dinner that everything was in readiness. Johnson and his pacemakers were first sent out on single wheels for a warming up, and came in feeling much refreshed, and at 4:30 the favorable weather called out Johnson. Hardly a breath of air was stirring and the sun seemed to rest in an atmosphere of gold when the sturdy little mare started over the tape with Johnson following easily. The third was reached in fine style and the triplet made a perfect pick-up. Around the turn they whizzed, and this time the triplet team hugged the pole. At the half Tuttle gave the signal for Minor & Co. to go ahead, and Johnson sprinted and caught on. It seemed as if the big machine had wings the way it came down that long home stretch. Johnson's legs were moving so fast as to be almost invisible. At the usual place Johnny started his sprint, and jumped up even with Knisely. By this time every one was excited and cheering loudly. Even the ladies seemed to know that a world's record was being broken, and their enthusiasm was infectious. The applause seemed to put new life into Johnson, for he gave a tremendous shove and crossed the tape in the lead. The first half was done in :58 3-5, and the last in :57 flat. Johnson says that the quadruplet is faster than the horse and easier to follow. He will try for the standing mile tomorrow.

### Murphy in His Old Form.

W. F. Murphy, from scratch, won the annual 25-mile road race of the Kings County Wheelmen, over the Irvington-Milburn course, last Tuesday, and also broke the course record. Time, 1:14:19 1-2.

## CASE OF MISTAKEN IDENTITY.

**Wilson, Arrested on a Charge of Running Into and Killing a Boy, Protests his Innocence.**

Archibald Wilson, a Chicago wheelman, is now under heavy bonds to answer to the grand jury for the death of William Carroll, the eleven-year-old son of a West Side politician. An investigation of the case seems to show that the detectives are persecuting an innocent man. Young Carroll lived at 3,363 Auburn avenue. This is in a tough neighborhood and the boys who live there take a great delight in making life miserable for any wheelmen foolish enough to venture on that street. Wilson lives at 393 West Adams street and works for the Link Belt Mfg. Co., corner of Thirty-ninth street and Stewart avenue. He has been in the habit of riding back and forth on Auburn avenue and has been tormented a great deal by the young hoodlums of the neighborhood, who throw rocks at him. Several times he has been compelled to read them the riot act, and in consequence is heartily disliked by the youngsters.

On October 31 young Carroll and two companions, aged eight and ten years respectively, were playing on the street when a wheelman came along and ran into the former, knocking him down and injuring him so seriously that he died last Sunday. Carroll's companions claimed that the guilty man frequently rode down Auburn avenue and had had several rows with them. The detectives working on the case immediately looked wise and proceeded to swear out a warrant for the arrest of Wilson.

At the inquest last Monday the two witnesses swore that Wilson was the man who ran into Carroll.

The jury bound him over to the grand jury. President Turner, of the Link Belt Co., immediately bailed his employe out. Wilson claims that he is not the guilty man and that he can bring witnesses from among his fellow-employes who will swear that he was at work at the time that Carroll met with the accident. A friend of the accused says:

"When the detectives were told that the person who ran young Carroll down was the one who had previously had difficulty with the boys, they had no trouble in locating Wilson, and he was arrested.

The inquest was an outrage. Wilson was given no show at all and the statements of the boys were accepted without question. I have since been told that the boys claim the detectives gave them each \$5 to swear that Wilson was the man. The detectives, it is said, were anxious to make themselves solid with Carroll's father, and took this method to do it. The jury that sat upon the case were all prejudiced against Wilson. They were selected from the neighborhood, among Mr. Carroll's friends, and they all shared the animosity of the boys against bicycle riders. At the hearing one of the jurors looked at Wilson and declared loudly, 'I wouldn't believe that fellow on his oath.'"

## JOHNSON GETS THE STANDING MILE.

INDEPENDENCE, IOWA, Nov. 9.—Johnson made his attempt on the standing mile this morning and broke it easily, doing the distance in 1:58 1-5. The fine weather of the past week continued, and everything was favorable for his ride. The horse again took him to the third, and was relieved by the triplet. The first half was done in 1:02, and even then Johnson was not pushed. The "quad" men rode as they never have done before, and the last half was reeled off in :56 1-5. The same men who acted as judges and officials yesterday officiated today.





## ZIMMERMAN GIVES IT UP.

HARTFORD, CONN., Nov. 6.—Attempts on the records have been abandoned in this city owing to the continued cold weather and the poor condition of the track. All but the last half is damp and soggy and it is therefore impossible to do anything with any of the long-distance times, which were the most coveted. Hoyland Smith and Blauvelt left for their homes last Saturday and the rest of the riders and pacemakers left today for New York, where they will for a time enjoy the gayety of the metropolis and will then bid each other good-by and depart for their respective homes. Wheeler thinks that he will put in a few weeks at Savannah. Zimmerman is as yet uncertain whether he will accompany his fidus Achates or not.

### He Will Start a Bank Account.

The hard times do not affect at least one policeman, owing to the generosity of one of the large manufacturers.

Carlos J. Messenger, of Willimantic, has long possessed an ambition of going into the bicycle business, and recently embarked in a small way. Carlos informed his friends that he was able to procure Columbia bicycles at a big reduction on account of having previously lived in Hartford, and to prove the assertion he made two trips to that city and each time found a Columbia wheel awaiting him outside a store. His acquaintances became suspicious of him on account of the remarkable trades he made. One of the wheels he exchanged for a \$4 banjo, a \$3 watch, and \$1 in cash. The other went for a \$3.25 Waterbury watch and a \$2 bill. Some one told Capt. William Hillhouse, who identified the wheels as stolen property and succeeded in having the embryo bicycle dealer sent up for six months. The Pope Mfg. Co. promptly paid the \$50 reward for each wheel, and now the officer is on the lookout for more "acquired" bicycles at fifty per.

### Zimmerman vs. Directum.

HARTFORD, CONN., Nov. 6.—An effort is being made to match Zimmerman against Directum, record 2:05 1-4, for a mile race. Zimmy says he is willing if a suitable medal is put up.

### Last Meet of the Year.

NEW YORK, Nov. 7.—The last race meet of the season was held at Berkeley Oval by the Washington Wheelmen today. Cycling must have a strong hold on New Yorkers, for fully 3,000 people turned out to see the races. The finishes were all close and exciting and the people got their money's worth. Results:

One-mile novice.—New, first; Price, second; Thompson, third. Time, 3:12 2-5.  
One-mile handicap for club members only.—Remington, first; Webb, second; Henning, third. Time, 4:11 1-5.

One-mile handicap.—Granger, first; MacDonald, second; E. O. Case Wood, third. Time, 2:30.

Half-mile handicap, open to Westover Cycle League only.—Ackerman, first; Crossing Hall, second; Good, third. Time, 1:23 1-2.

One-mile scratch.—E. L. Blauvelt, first; Goodman, second; Granger, third. Time, 2:38.

One-mile handicap, open to Washington Wheelmen only.—Cunningham, first; Fraser, second; Webb, third. Time, 2:45.

Two-mile handicap.—E. Oswald, first; Blauvelt, second; Goodman, third. Time, 3:22 2-5.

### Carman Breaks Many Canadian Records.

TORONTO, ONT., Nov. 4.—W. M. Carman, of the Athenæum C. C., went for the Canadian records on Rosedale track this morning, and succeeded in breaking them all from six up to twenty-five miles. The day was bright and cold; there was a slight wind blowing, but Carman did not mind it. Hyslop, Hensel, and Baldwin made the pace, and Doctor Doolittle acted as timer. Carman rode 21 miles 1 lap, 1,024 1-2 feet in the hour. The ten-mile record of 28:20 2-5, made by Hensel yesterday, was also broken. The miles were done as follows:

Miles.	Time.	Miles.	Time.	Miles.	Time.	Miles.	Time.
1.....	2:37 3/5	8.....	21:58 2/5	14.....	38:39	20.....	55:44
2.....	5:20	9.....	24:42 3/5	15.....	41:38 1/5	21.....	58:25 1/5
3.....	8:03	10.....	27:26	16.....	44:19	22.....	1:01:29
4.....	10:54	11.....	30:13	17.....	47:05 2/5	23.....	1:03:31 3/5
5.....	13:39 1/5	12.....	33:06	18.....	49:51 1/5	24.....	1:07:48 2/5
6.....	16:18 2/5	13.....	35:50 1/5	19.....	52:44	25.....	1:11:13 1/5
7.....	19:04 2/5						

Hyslop tried to lower the twenty-mile road record last Thursday over the course on which Carman and Hensel had their match race. Hyslop was not in good form and soon wearied of his attempt. He finished, however, in 1:05:05, nearly 5 minutes behind the record.

On Saturday last a trial was made as to the utility of bicycles in establishing a military connection from one point to another when every other project had failed. With this object in view, ten members of the Queen's Own Rifles, under Lieutenant Baldwin, left Toronto at 2:35 p.m. for Hamilton. The roads were in poor condition, and the riders for the most part were unaccustomed to anything but city roads. They reached Hamilton some time that evening, but would not divulge the exact time. However, the lieutenant is highly delighted with the success of the ride. The men all reached there in safety and in good order, and, considering that they had never ridden together before, the time was quite creditable. This establishes the fact that bicycles would be valuable as a means of communication and also as a mode of transporting a section of soldiery from one point to another in a comparatively short time.

## DOINGS AT THE HUB.

BOSTON, MASS., Nov. 4.—This has been an exceedingly dull week in politics, and in fact in all sorts of cycle news. The political pot has stopped boiling and the ballots are coming in thick and fast. The campaign is really over, and all there is left to do is to count the ballots when the polls close on November 15. The Dean faction have virtually given his election up, and have conceded the state to Perkins. But they are still confident that McCausland will get the secretary-treasurership. On the other hand, Howard's friends are as confident that he will get the office, and it seems that these last enthusiasts have much better reasons for saying that Howard will get there than that McCausland will occupy the chair. The unattached are voting solidly for the old board, because they realize the records of the old board are secure and honorable. It is in the unattached that Perkins and Howard expected to develop their greatest strength and the remarkable vote this year shows that this class is voting in larger numbers than ever before. Already the estimated votes in are about 3,000, and last year the entire vote cast was less than 1,500.

Last Saturday afternoon the Franklin Wheel Club held its first annual ten-mile road race. The day was a vile one for racing and the roads were muddy. Rain fell in torrents, but the racers wanted to run the course, and were allowed to do so. There were sixty-six entries and fifty-six starters, making the event the second largest ever held in the state. The race was won by J. M. Supple in 33:05.

Harry F. Leonard, a young business man of Attleboro, is suffering from injuries received in a fifty-mile race at the Attleboro track last Saturday. He was racing with W. F. Maintein and at the end of the twenty-sixth mile he fell from his machine in an unconscious condition, completely exhausted. He was carried to his home and his condition was so serious that his recovery was despaired of by the attending physicians. After some time he recovered consciousness and the chances of his recovery are better.

The Massachusetts Bicycle Club have made out an attractive round of entertainments and amusements for themselves till January 1. They consist of pound parties, poverty parties, a Christmas tree, and various other jollifications.

BOSTON, MASS., Nov. 6.—J. P. Clark covered the ten miles in the handicap road race of the Press Cycling Club today in 27:30, which is within four seconds of the world's competitive record. Snow was four seconds and Kelly fifteen seconds slower. Besides winning the special time prize J. P. Clark got second place and may yet get first prize, for L. A. C. Kelly, who won the race, was protested for riding a lighter wheel than the one named in his entry blank.

### Twelve Brave Men.

But twelve riders braved the dangers of the annual ordinary run of the Chicago Cycling Club to Pullman last Sunday, and they are now repenting at their leisure and eating their meals from the mantelpiece. The day was perfect and a large crowd ought to have been in attendance. Githens rode up to the clubhouse on a fifty-eight inch ordinary and yelled for a stepladder so that he could dismount. Once more upon terra-firma he looked up at the monster, shuddered, and then grabbed Cy Davis' ordinary and started for Pullman, followed by eleven other brave men. The roads were good, but on Stony Island avenue valuable time was lost in dodging the loose ballast. There was no fear of punctured tires and the way the old-fashioned machines were driven over the rough roads spoke well for the men who made them. C. M. Fairchild took the only header on the way out, and he did it in the old-fashioned way. A fine dinner was enjoyed at Pullman, and afterward C. V. Dasey tried to show how fast he could ride around the circle in front of the hotel. Result—one header and two badly scraped hands. On the run home Githens, George Thorne, and two others fell on Stony Island avenue and they immediately sat down and shot "craps" with two lumps of sugar until it became too dark to see the lumps of sweetness. Fines were not enforced this time. "I have learned one thing," said Githens, at the clubhouse, as he looked at his blistered hands, "and that is, to appreciate the safety. I don't see how I ever rode such a thing as the ordinary."

### Details of the Great Professional Race.

Arrangements have been completed for the six-day professional race at Madison Square Garden, New York. The race will start at midnight, December 24, and close at midnight, December 30. Several American riders have already decided to enter, and a newspaper man, now in England, is endeavoring to secure the entries of the English and French cranks. During the week a number of short-distance races will be run. The prizes, as will be seen by the advertisement of Mr. Sanger in another part of the paper, are excellent. The first five men will divide 25 per cent. of the net profits and will also be given purses ranging from \$1,200 to the first man to \$150 for the sixth. A contestant not lucky enough to get within the first six, but who covers 1,400 miles, will be given \$150. The entrance fee is \$50, to be returned to all competitors covering 750 miles before 12 p. m. December 27. The entries close December 9, with F. W. Sanger, Madison Square Garden, New York.

### Von Boeckman Makes a Winning.

DALLAS, TEX., Oct. 30.—At the two days' meet of the Dallas Wheel Club last week, P. "Texas" Von Boeckman, winner of a novice race at the international meet, was the bright star. He won the two-mile lap race, the half-mile 1:25 class, and the five-mile open and one-mile 2:45 class. Mockett won the half-mile open and Parker the quarter.





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GEO. K. BARRETT, EDITOR.

## TO SUCCESSFULLY FAKE RECORDS.

As might have been expected, most of the English cycling journals, as soon as they heard of Johnson's alleged confession, went into a fine frenzy and set up a howl about the way American records are made. There was not an American journal that was so stupid as to believe, on mere unsubstantiated report, that a man who had for a year made the public believe that he had made remarkable performances, would—at the time when another rider had shown the possibility of the performance being made by coming within 1-5 of a second of his best record—confess that he had fooled the public; and more, that he would confess it in the very presence of the men who were supposed to help him to fake. Johnson's performances of last year were made with the aid of running horses and wind shields and on what is probably the fastest track in the world for bicycles. The records could never be accepted in any other way than in a class by themselves because of the adventitious aids that he had, and when this fact was found out, those who were interested in having the records accepted gave up the matter in disgust. It is a little odd that so soon after all the talk about last year's records being faked, Johnson should place to his credit such a string of performances—this time unaided by any but regularly accepted methods of pacemaking—as the world has never seen before. His recent performances are the very best proof of the shallowness of the charge against him.

Knowing that any performances he might make this fall would be questioned, as those of last season were, one of THE BEARINGS' staff was detailed to watch the performances and to accept no one's say-so for the facts in the case. The records were made and they were honestly made, and they will in due time be accepted by the Racing Board.

Many wonder how it is that Johnson can do such phenomenal performances against the watch when he has been repeatedly beaten by men like Windle, Tyler, and Zimmerman, who have failed to get any such speed out of their machines when in competition with Father Time. The explanation is easy. Johnson began racing early in the season, and, before the other track cracks really got down to work, was cutting great holes in the competition record table. He was overworked, and when he met men in the prime of condition he was beaten. When we say this, we do not mean to be understood as saying that he is as good a man as Zimmerman. We mean merely what we say, that during the fall meets he did not and could not do himself justice. A good rest made himself again, and then, with the aid of the cleverest trainer in sport today, and as good an aggregation of pace-makers as could be gotten together, on the best track in the world, he went for records and got them. The quadruplet and triplet were as fine productions as it is possible to make, and as wind shields are nearly if not quite as good as the running horse and sulky. His riding was done on a track with a half-mile straight, while that of Windle and Tyler was done on a

half-mile oval, practically unbanked. In short, Johnson had all possible legitimate aids, aids all of which no other rider has ever had. The only true way to fake records is to get a phenomenal rider, give him all these helps, and then when he breaks records get some one to start the story that they are faked.

## GIVE US RIDERS—THAT IS ALL.

The same difficulties beset those who attempt to govern cycling in Great Britain as those in the "land of the free and the home of the brave." Trying to make riders live up to a strict amateur rule when the people most interested desire no such thing, is an impossible task. The few—the very few—are punished and the many go free. The riders have shown that they want to make a living out of riding and the makers have shown that they are willing to give them a living for riding. What is it to the L. A. W. or the N. C. U. whether the trick is done or not. These bodies govern cycle racing, and it is for them to fit the rules to the existing state of things, not to try to enforce an ancient, misfit code. Laws are made for the protection of mankind and not for the mere sake of punishing those whose actions are not in accordance with the ideas of others. This smacks too much of bigotry. The racing man who accepts money from a manufacturer harms no one, but on the other hand booms the sport, and directly or indirectly benefits every one connected with it. Is this so heinous a crime as to make him worthy of being barred from the track—if he is found out? An editorial from the *Irish Cyclist*, which is one of the most ardent supporters of the N. C. U., is of interest at the present time. The editor of that paper strikes the same note that we have been harping on for weeks past:

"In a recent issue we expressed the opinion that the licensing scheme was a failure, and now, as the season is practically over, we think the whole question might be discussed with advantage. For weeks past marvelous feats have been recorded on road and path, and the cycling papers have teemed with announcements of these performances. Now, we want to know if there is any sane man who for one moment imagines that none of the performers of these feats received pecuniary benefit from them, or assistance in their carrying out. Nay, we will go further. Are there six English cracks on road or path at present who are genuine amateurs according to the N. C. U. definition? There are not. The licensing committee know it, but they are powerless. What then? Shall we professionalize the trade, and declare all those employed in or about cycles ineligible to compete as amateurs? It would do no good. Records and championships would be as valuable for advertising purposes as of yore. The material of which the true-blue amateur racing man is made would be just as scarce, and when the manufacturers, or sport promoters, proffered, in "good red gold" which could not be traced, substantial sums for records and championships, not one out of every twenty would resist the temptation. Amateurism would be as far off as ever, and the absence of the trade cracks—most of them of unimpeachable honesty so far as concerns straight riding—would spoil sport and open the door to worse abuses, such as foul riding and roping; abuses which have flourished for years past almost unchecked at meetings at which the trade amateurs have not been present.

"We have always been a staunch supporter of pure amateurism and have welcomed every attempt at introducing it. All these attempts have failed, and we now see plainly that the task is an impossible one. The present position is a sham and a mockery. Some are punished; others get off scot-free. Racing men as a class stink in the nostrils of the cycling public. Hence men of a good class, who are imbued with some of the old amateur spirit, avoid the path, and men of strict integrity but small means forbear also, because they will not consent to act a lie. Thus the sport suffers by losing its best exponents, and the trade suffers in sympathy. So it will be while the present monstrous farce continues.

"But the remedy. What of the remedy? We can only see one way out of the difficulty. Let the N. C. U. abandon the useless struggle and cease their inquisitorial inquiries as to the source of one's income, and make the best of a bad job. Let an amateur be one who races for a prize other than cash, and place no restriction in the way of his receiving from a grateful maker recognition of his prowess, whether it takes the form of diamond pins or golden sovereigns. The result will benefit sport and trade. What has all along been done surreptitiously will now be legitimate. The stigma will be removed, and racing cyclists, instead of being drawn mainly from the ranks of men of easy consciences, will include at least a leavening of men of the strictest integrity. Far more riders will race. They will all be on an equal footing, and better sport will result. This, of course, will react on the trade.

"Facts have proved that the old amateur spirit, as once understood, is practically dead, and there is not one racing man in a hundred but would welcome the change, even although such men personally had no desire to receive presents in cash from the trade. They see that it would put the sport on an honest basis and remove the stigma now attaching to it. Pure amateurs accept with pleasure the Humber medal or Palmer diamonds, because it is legitimate to do so, and few would hesitate for a moment to take a five-pound note did the laws of the N. C. U. permit it. To make an actual livelihood out of cycle racing so long as prizes of not more than £10 10s. value are given is practically impossible. Cash rewards for records and such-like would only assist toward paying the expenses of what



is one of the most expensive amusements. Such, of course, is contrary to the spirit of true amateurism, but we contend that true amateurism is dead and can not be revived. It is a practical age. Cyclists are not above the average of mankind. The average man will not refuse a present for services rendered, and if these services are rendered while engaging in an expensive amusement of which he is passionately fond, the present will afford him all the greater pleasure. So it is with cyclists. In the past they have accepted the gift, although compelled to practice deceit in doing so. They would welcome the removal of the bar—a bar, by the way, which in the past has only stood in the way of a few, and those of the strictest integrity—and in our opinion the N. C. U. is bound to yield to the wishes of the racing world, and put an end, once for all, to the farce which is making a laughing-stock of the governing body and spoiling sport.

"The old amateur spirit has our warmest sympathy. It has proved impractical in this practical age. Then let it go."

## STRAY SHOTS.

### Give the Camera a Show.

In these days of close finishes in bicycle races it takes an experienced eye to pick out the winners. So close are many of the handicaps that it oftentimes takes the judges five or ten minutes to decide, and even then the real winner is in many cases cheated out of a well-won victory. Dimberger's experience on the eastern circuit might be cited as an example. At Philadelphia he beat out Windle, and after five minutes' discussion the judges decided in favor of the Springfield Club man. This is only one of the many cases. So proficient are the handicappers becoming at their art that the bunch generally finishes all together. Now is the time to invoke the aid of photography.

The horsemen have set the pace in this direction and the wheelmen would do well to follow in their wake. The Independence kite-shaped track has its official photographer. His name is Phillips and he is an expert. He has a little cage built right at the wire and here he stations himself, and if he sees that there is going to be a close finish he presses the button, and he has indisputable evidence as to who the real winner is. His shutter flashes in 1-800th part of a second, and the horses are caught distinctly. If the judges are at all doubtful, he hurriedly develops the picture, and inside of twenty minutes—the time given the judges to decide—he shows them a picture of the finish. Phillips has been very successful this year. One of his finishes was so close that the winner only won by a nose. The horses were so close that the eye could not pick the leading horse.

Why not introduce an official photographer at the big cycle meets. He could exercise his judgment and snap his camera on all close finishes, and then if the judges are in a quandary he could furnish them with all the evidence needed. We would like to see it given a fair chance at any rate.

### Whist, "Ar Jay."

England and France have now been enjoying a tug-of-war over the 24-hour path record for two years. Why does not America join in the fray? Is there not a single first-class 24-hour man in the whole of the great United States.—*Irish Cyclist*.

We are obliged to admit that we have no Shorlands or Bidlakes in this country; but we have several long-distance champions in the assembly room. The recent performances of some of the eastern road riders lead us to hope that in the course of a year or so we will be able to play England at her own game, give her cards and spades, and then beat her. Americans have never shown a fondness for long-distance work, but Johnny Bull can rest assured that when our riders do tackle this work in earnest, something is sure to go.

### A Little Mixed.

Frank Ives, the American billiard player who recently defeated Roberts, is a crack cyclist, but since he became a champion with the cue, his cycling has been confined to pleasure-riding. He has made records at Springfield, some of which stand at present. It is interesting to note that Peall, the English player, is also a devotee of the wheel.—*Irish Cyclist*.

Our Irish contemporary has made a slight mistake. The Ives it has reference to was a famous track rider in the old promateur days of '85 and '86, and not the champion billiard player. Cyclist Ives, we believe, is now connected with an American firm handling English wheels.

### Poor Girls!

"Cycling has still to win its way among them. When a costume which will set off the figure as well as a riding habit shall have been evolved, and when wheels as distinctively expensive as an Arab racer shall be introduced, the exercise may find favor. At present it lacks dignity in the eyes of the society girl." A writer on society topics in a Chicago paper gives this reason why society girls do not care for cycling. If the dear girls wait for bicycles to go above the present prices, they will never learn the joys of the sport.

### Says Hilsendegen Course Was Short.

A Detroit rider has taken pains to go over the course around Belle Isle, used in the Hilsendegen twenty-five-mile road race, in which Waller broke the twenty-five-mile record. He reports that at several points the riders had cut corners and that the distance ridden was not more than 23 1-2 miles. In the Detroit Wheelmen's race the proper course was used and Hurlburt is entitled to the record—so the investigator thinks.

### Terront Highly Honored.

Among the celebrities invited to the grand opera during the Franco-Russian fetes was Charles Terront, who made the journey from St. Petersburg to Paris on a bicycle. The invitation to Terront has pleased the cyclists of Paris, showing, as it does, the great place that cycling occupies today. Unfortunately, owing to the illness of his wife, Terront could not be present.

### Oh, Ring Off.

BEARINGS states that Zimmerman wears ten diamond rings on his fingers. But it wouldn't call him a "ringer" even at that.—*Cycle Guide*.

Wouldn't you, though? You ask the C. O. P., of which BEARINGS' editor claims to be the president, if Zimmerman's appearance at Kendallville did not savor of the "ringer."—*American Wheelman*.

Mrs. Mary Sargent Hopkins, well known as a writer and lecturer on cycling for women, has assumed the conducting of a ladies' column in *Bicycling World*, and her name has been added to the editorial staff of that paper.

The Alger Club, of Detroit, used a corps of cyclists to bring election returns to its club rooms.

A St. Louis paper dubs Jimmy "the daddy of the bikers."

## LOOKING FOR CYCLISTS' VOTES.

DETROIT, MICH., Nov. 2.—That the wheelmen are becoming a factor of no little moment in municipal and even national politics is evidenced by the following circular:

### Another Lie Nailed.

TO THE WHEELMEN OF DETROIT, MICH.: A report has just reached me that my opponents are circulating among wheelmen a story to the effect that the so-called "Bicycle Ordinance," which passed the council some weeks ago, but was reconsidered and referred back to the committee, is being held until after election, when it will be passed and signed by me.

There is no truth in this report, so far as I am concerned. I shall never consent to any ordinance which is not just alike to wheelmen and the public, or which imposes upon wheelmen any unnecessary restrictions.

(Signed) H. S. PINGREE, Mayor.

In the same envelope with the foregoing were inclosed a couple of printed cards, the one showing that Pingree's administration has spent more for pavements than had been spent in the six years previous, that the materials used (brick and asphaltum) were better from a wheelman's point of view, and promising to urge the pavement matter all along the line for the benefit of wheelmen hereafter.

The other card points out Pingree's war against street railway companies, compelling them to lay two instead of four tracks on a portion of Woodward avenue—apparently all for the benefit of wheelmen.

Pingree is a republican. On the other hand, Levi T. Griffin, a democratic candidate for congressional honors, wants wheelmen to know that he is for good roads, first, last, and for all time.

It is pleasing and gratifying to old-time wheelmen to see that their efforts at recognition among municipal and state officials are receiving the reward due their persistency. There is little doubt that wheelmen will swing in line for the candidates who have pledged themselves to the betterments of streets and country roads.

National legislation in favor of good roads is not an impossibility if wheelmen the whole country over will interest themselves in political campaigns.

CURRENT.

### The Color Question Again.

SAVANNAH, GA., Nov. 5.—Savannah is disturbed over the color question. This time it is about the famous cement track. The track is owned by a stock company and on the application of several negroes for permission to give a "colored meet" on January 1, the board of directors granted them the right of rental. When several wheelmen and some of the stockholders heard of the action of the board a big objection was raised.

There are always two sides to questions of this nature and THE BEARINGS man interviewed one of the board.

"What is the trouble about the board of managers allowing negroes to use the cement track?"

"No trouble at all, that I know of," he answered. "The board have agreed to let the negroes have the track for January 1. There is nothing wrong in that and we have no rules in the association which forbid this. It is the board's duty to do anything that will benefit the stockholders financially. We believe that the colored meet will be a great success financially."

THE BEARINGS man also interviewed one of the racing men. He said: "I raise an objection through principle. The cycling matters of the track should not lose caste with the public; and I object any way."

### How to Recover Stolen Wheels.

The cycle board of trade of this city has undertaken to see to the recovery of stolen bicycles and has employed a man to thoroughly investigate every case that is reported to them. Any one having a machine stolen should lose no time in informing Mr. J. O. Blake, of the G. & J. Co., at 85 Madison street.





THE cyclist of Chicago who has never tried to navigate the streets of St. Louis a wheel, can never be able to thoroughly appreciate the softness of the snap he enjoys at home.

I chanced to visit the big Missouri town last week on a bit of business, and the sights I saw there in a cycling way were calculated to turn one's hair prematurely gray. I had read last spring of the united effort on the part of the wheelmen to secure good streets in the mayoralty election, and the last reports were to the effect that the wheelmen's party had won. If so, their influence must have come to an abrupt and diabolical end at the city hall, for the exact character of such road surfaces I have never seen or known before, and hope to never see again.

The great mass of the streets is built of Missouri limestone macadam, which, ground up under the traffic, is turned to dust.

Then over the dust water is poured to lay the same.

Result—mud.

Other streets are paved with granite, wood block, and asphaltum, and over these surfaces is carried the grit and mud of the macadam.

Owing to some especially contrary principle of geology the dust has concealed about it some oleanacious quality that, mixed with water, comes at once to the front and insists on being recognized. Over all the streets, therefore, is spread about one inch of fine, slippery, mucilaginous, greasy stuff that is death to the unstable equilibrium of a bicycle. If the city would only leave the dust on the streets, riding would be possible, at least in the dry seasons. As it is, the cyclist must go deep into the country before he can find a road whereon he can pedal with safety.

St. Louis is the home of the famous side-slip, which is utterly unknown here in Chicago.

#### Our Modern Amateur.

"Waiter!" he called out, with the pride of a millionaire, as he sat in the glow of the rich light in Kinsley's and rapped in a lordly way on the damask table. "Waiter!"

"Yes, sir."

"Have you any *pate de foie gras*?"

"Yes, sir."

"Bring me some. And, waiter, have you any Persian snails?"

"Yes, sir."

"Are they cooked well?"

"Yes, sir."

"Bring me some. And—a—waiter!"

"Yes, sir."

"Have you any of that old \$15 a pint Burgundy left in the cellar?"

"I think so, sir."

"Let's have a quart of that. And—a—waiter!"

"Yes, sir."

"I want to be served with a solid silver set. I always have it when I sup here."

"Yes, sir."

When he had finished his meal he called the waiter over.

"The snails were just a trifle overdone. The *pate* was—a—fair; but the figs were tainted. I wish you would have better figs when I come again."

He flung the waiter a \$50 bill, told him to keep the change, and sauntered out picking his teeth.

"That must be one of those English princes that came over to see the Fair," said Banker Gage to Mr. Peck at a table near by.

"I beg your pardon, guv'nors," said the waiter, "he isn't. He's one of them cycycle riders as breaks records."

#### His Unspeakable Grief.

There is a newly married club man on the North Side who will take good care that his bicycle is safely locked up from his wife hereafter. He decided the other day that the riding season was about over. At least he had had enough and he would now rest for the winter. So he took his wheel and put it away in the spare bedroom, resting, with its wheels up, on the saddle-post and handle-bars.

"Gussie," said he to his wife as he washed his hands, after the cleaning and storing had been done, "I wouldn't fool with that bicycle very much. It's all right. All you need do is to give it a dusting now and then so as to keep it clean. I guess I'll put some vaseline on it after a while."

"All right, pet," she replied innocently.

Scorcher had no sooner left the house than wifey stole into the spare bedroom, pulled up the blind so as to get plenty of light, and surveyed the wheel at her leisure.

"Goodness gracious!" she exclaimed to herself, "how horribly dirty that bike is. Poor John! I'll have a nice surprise for him."

Then this devil, this fiend incarnate in woman's form, went out and hired a great overgrown brute of a painter, who came to the house armed

with a number of dustbrushes and a big pot of English varnish, and following madame's instructions he brushed the wheel thoroughly, wiped the oil off the chain, cleaned the tires, and then—then—O reader, can you imagine what he did? No! it hath not entered into the mind of man to conceive what he did. But here it is:

He gave that wheel, chain, tires, handle-bars, spokes, pedals, and all a double coat of varnish!

Wifey kept the secret safely until the varnish had thoroughly dried, and one evening when Scorcher came home tired she twined her arms around his neck, gave him a sweet little kiss, and took him into the room to surprise and delight his heart with the work of her tender affection!

Let us not attempt to drag this man's woes under the fierce light of publication. Let us rather leave him alone with his unspeakable sorrow.

#### Chapter in Cycling Genesis.

In the beginning was the horse, and four-wheeled vehicles covered the face of the earth. And the spirit of Genius breathed into the mind of man and he brought forth the old hickory wheel. And these are the generations of the Bicycles after their kind: The Hickory Wheel begat the Bone-Shaker,

And the Bone-Shaker begat the Velocipede,

And the Velocipede begat the old Ordinary,

And the old Ordinary begat the Light Roadster,

And the Light Roadster begat the Kangaroo,—which was known among men for a short while and was even reprobated, having made many enemies among the children of the Bicycle,—

And the Kangaroo begat the Solid-Tired Safety,

And the Solid-Tired Safety begat the Cushion Tire,

And the Cushion Tire begat the Pneumatic, with all its various concomitants and devices.

And there was confusion among the children of the Bicycle and much gainsaying. And there appeared on the earth no end of wheels with chains and other contrivances that puzzled the rider.

And it came to pass that one did invent a wheel that resembled the old order and he called it the Geared Ordinary. Whereat the old makers of the chain wheels did wax wroth and make many threats.

And after this there did spring up innumerable wheels, all claiming to be the best. And the fastest riders won the most prizes and the most prizes fell to the swiftest riders.

But the end is not yet, and it looks as if it is about as far off as it ever was.

#### This is the Latest.



*The cyclist sped o'er the boulevard,  
He was proud of his bulging calves;  
He bent his neck and he wiggled his legs,  
And the wind blew through his valves.*

#### It is the Usual Trouble.

"I see that Bifkins has lowered the mile record again," said Snifkins.

"So?" said Jifkins.

"Fact," said Snifkins.

"What did he ride it in?"

"His first trial was done in 1:14, and his second in 1:12 2-5."

"You don't say."

"Tsfact."

"Well, that's pretty good, isn't it?"

"Yes, but it's nothing for Bifkins. He'd a-gone much faster only for one thing."

"What's that?"

"The pace was too slow."

Lumsden, the Scotch professional, is now on his native heath. He will return to France, however, and accept the challenge of "Colonel Cody." Lumsden uses a seventy-five-inch gear on the road and seventy-nine-inch on the track.



## DOINGS IN THE CREAM CITY.

MILWAUKEE, WIS., Nov. 7.—The North Side Cycle Club has declared war against the Milwaukee Wheelmen, the oldest and largest cycle club in the city. The result of the war is that next season two Waukesha-Milwaukee road races will probably be held instead of one, as heretofore. For some years past it has been the custom of the Milwaukee Wheelmen to hold the Waukesha race. The event has always aroused a good deal of interest, and many of the best riders in the northwest have entered. The last race was held on July 4. All local clubs helped to make the event a success. Chicago and many other outside riders also entered, and out of 200 entries there were 150 starters. The other clubs of the city at various times also gave road races. Especially was this the case with the North Side Club, which worked hard for weeks to make its Thiensville-Milwaukee race a success. Instead of giving the North Side Club a helping hand, the club claims that the members of the Milwaukee Wheelmen positively, with a very few exceptions, refused to have anything to do with the event and did not enter. At one time it was rumored here that Capt. Ed Roth, of the Wheelmen,

### Was to Be Expelled

for participating in the North Side Club's race. This shows how bitter the feeling is between the two clubs. The North Side Club has now hit on a plan to play even. It is at the head of a movement to get up a Waukesha-Milwaukee road race of its own next summer. The race will be held five or six weeks before the Milwaukee Wheelmen's. The Mercury Club and the Bay View Wheelmen are helping arrange the race. If the move is successful, as it probably will be, it is very likely that the members of these clubs will not enter the Milwaukee Wheelmen race. At any rate the war promises to raise considerable trouble for the Wheelmen, which several North Side Club men claim have been on the "high horse" long enough.

### Lowered Nessel's Record.

The Chicago-Milwaukee road record, formerly held by Fred Nessel, of Chicago, is now held by Emil Ulbricht, also of Chicago, and winner of the Waukesha-Milwaukee time medal last summer. On last Tuesday Ulbricht left Chicago alone and made the run to this city, without a stop, in 5:56:03, lowering the record of Nessel by about 3 minutes. Upon his arrival here he was entertained by G. Aussem, president of the North Side Club. Ulbricht left for Chicago that night.

Some of the Chicago riders who participated in the Thiensville-Milwaukee road race, given by the North Side Club several weeks ago, are complaining that the prizes they won in the races are being withheld. The reports have been spread in Chicago and are injuring the reputation of the North Side Club. The members of the North Side Club say that only two prizes have been withheld and that the owners of the prizes have certain agreements with the club which have not been lived up to. When the owners of the prizes in question arrived here from Thiensville, say the club men of the North Side Club, they found themselves short of money and could not get back to Chicago. Several members of the North Side Club advanced a loan of \$10 to the "busted" riders. The prizes were held as security by the club men, with the understanding that they would be forwarded when the loan was remitted. This the Chicagoans have failed to do—consequently the withholding of the prizes. All other prizes won have been presented to the winners.

Considerable local interest is being aroused in the coming debate of the Milwaukee Wheelmen on good roads. Martin Rotier, the coming secretary of the Wisconsin division, L. A. W., is at the head of the scheme.

The first informal reception of the Milwaukee Wheelmen will be held at Recreation Hall tomorrow.

### Peoria Happenings.

PEORIA, ILL., Nov. 6.—Yesterday was a great day for the wheelmen in this vicinity. The weather was cool and bright, and the roads in fine condition. Dozens of small parties of riders could be seen on all the good roads leading out of Peoria during all hours of the day. Every one seemed to think that he had better take advantage of the good riding before the season closed.

James Wolcott's wheel, which was stolen two weeks ago, has been recovered and the thief caught. He is in jail and will be given his just deserts.

The Chicago Cycling Club's football team will play the Peoria Bicycle Club's team a game of football in this city on the afternoon of November 18.

While out riding Sunday C. F. Vail broke the sprocket-wheel of his bicycle when seven miles from home. He took the chain and pedals off, tied the cranks so they would remain stationary, lowered the saddle, and did the hobby-horse act. He says that it is better than walking, and that a good speed can be gotten up, especially on a slight down grade.

The date of the bicycle club ball has been changed to Thursday evening, November 23. The entertainment committee has dubbed it the "chrysanthemum party."

### The Southern Record Breakers.

NASHVILLE, TENN., Nov. 5.—Bliss and Dirnberger are training hard for their attacks on Father Time. Every morning the two get out on the track and ride five miles at a thirteen-mile-an-hour clip, alternating pace at each mile. The pair are improving rapidly and will commence their time trials about November 15. Dirnberger now weighs 164 pounds and for the first time in his life has a nice rosy color in his cheeks. Bliss is also in fine fettle. A thoroughbred running horse will act as pacemaker.

## BALTIMORE NEWS NOTES.

BALTIMORE, MD., Nov. 7.—It would seem from the condition of the Maryland division that a little agitation—perhaps even a bitter fight—might be a good thing for the membership. Here in Maryland we are a happy family, all worshipping at the shrine of Chief Consul Albert Mott, whose genius as a chief consul has neutralized the character for agitation for which the people here were once famous. It is a significant fact that the board of officers here have had a special meeting for recruiting purposes, and that the membership in the state has gone way back. Innocuous desuetude seems to be the trouble. There is nothing to stir the riders up. The political ring that absolutely dominates everything here has thoroughly recognized the riders, with the result that they have every possible privilege. More than that, whenever any legislation is designed the chief consul is invariably consulted, and a member of the Centaur Club was recently appointed to a lifetime job on the park board solely because he was the wheelman chosen by the cycling authorities. Smooth streets have come and are coming more every year. The politics of the division and of the city give absolutely no cause for a stir, and behold a division with scarce an animus for action. Mott has been most actively at work compiling a road book that will be a big attraction to all the riders, and it will be endeavored to so arrange it that the book will be an inducement for membership. All offenses against league members are being, and have been, prosecuted with such vigor that a rider has become a privileged character. Taken all around we here are in an ideal condition, and only need something to stir up the bulk of the riders and make them join the ranks, which now only number some six hundred—nearly two hundred less than last year.

### A Record Breaker's Death.

Asa Dolph, who died at Bellevue, Mich., October 22, was at one time holder of the mile record. Back in the good old days of '84 he startled the cycling world by doing a mile at Springfield in 2:41. This performance stood for a long time until Hendee lowered it to 2:31. Dolph was a professional, but it is said that he was an amateur at heart, and cared more for glory than he did for the "long green." He was forty years of age at the time of his death, and was a psychological lecturer and advocate of cremation. His body was cremated at Detroit.



### Hour Records.

The 1-hour record is held by Meintjes, the 2-hour by Stocks, three by Dance, four by Linton, five by Schwemmer, six by Desgranges, seven by Schwemmer, eight by Wridgway, nine by Allard, ten by Linton, eleven and twelve by Wridgway, thirteen, fourteen, and fifteen by Shorland, and from sixteen to twenty-four by Lesna.

### Washington News Notes.

WASHINGTON, D. C., Nov. 5.—At High View Hotel, on the Virginia side of Chain Bridge, the annual election of officers of the district division of the League of American Wheelmen was held Friday night. The election resulted as follows: G. B. French, chief consul; D. G. Holmes, vice consul; W. H. Steans, secretary and treasurer; and William Jose and J. H. Brittain, representatives. The district division now numbers but about 280 members against 1,000 at the same time last year. A question is raised as to the legality of the election: Can an election of officers for the District of Columbia division be held in Virginia, which is outside of the jurisdiction.

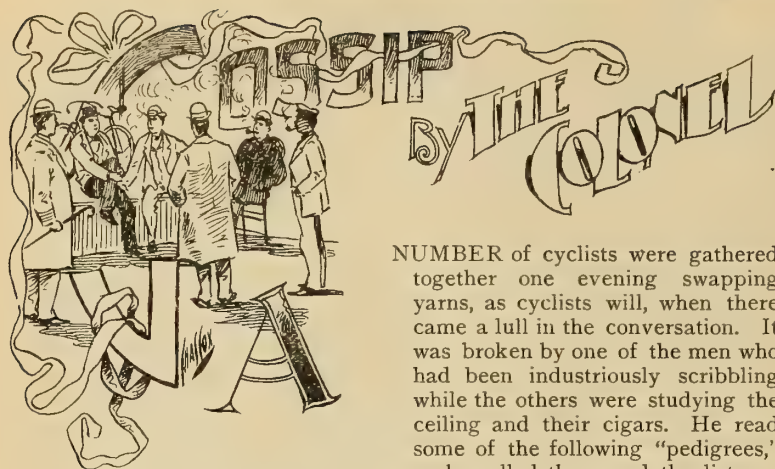
The Georgetown cyclists will hold a fair during the first week of December, the proceeds of which will be devoted to a new race track.

Chairman Raymond, of the Racing Board, has decided that the protested race for the *Evening News* cup will have to be run over again. The date will probably be in early December.

### Exit Buffalo B. C.

BUFFALO, N. Y., Nov. 6.—The obsequies of the late Buffalo Bicycle Club were held in its rooms Saturday night. It was called a funeral, but was, practically, a celebration of the club's transformation from a cycling to a whist club. Every patriotic cyclist will feel a keen sense of sorrow at the disbandment of this club. It was organized fourteen years ago, and in its prime was the leading club in the country. As the members grew older, interest in cycling faded, and its social features were encouraged. The club will be continued as a whist organization. The funeral run Saturday night was to have been made to Pine Hill, but it was concluded to hang to the asphalt, so about fifteen members started at 8:15 o'clock on the final run of the Buffalo B. C. Returning to the club the members found "baked meats" served in the gymnasium. J. O. Munroe, ex-treasurer of the club, and several other old members made short addresses.





NUMBER of cyclists were gathered together one evening swapping yarns, as cyclists will, when there came a lull in the conversation. It was broken by one of the men who had been industriously scribbling while the others were studying the ceiling and their cigars. He read some of the following "pedigrees," as he called them, and the list was

immediately added to by others till it was too long to be printed here, even if I could remember all. Some were so very pointed that for my personal safety I will omit the names; but here are a few:

Sercombe, out of Funds by Failure.  
Jimmy, out of Sight by Victory.  
Tyler, out of Training by Marriage.  
Walters, out of Ten Spot by Flim-flam.  
Joseph Lucas, out of Bags by Porter.  
England, out of Records by America.  
Gerould, out of Office by Randall.  
Swift, out of America by Loss.  
\_\_\_\_\_, out of Work by Drink.  
Britain, out of Cash by Palmer.

Stokes, out of Herrick by M. & W.  
Berger, out of Temper by Wylie.  
\_\_\_\_\_, out of England by Policy.  
Atkins, out of Rhodes by Eck.  
Manufacturer, out of Pocket by Racing Team.  
Anderson, out of Twenty Per Cent by Spalding.  
Many, out of Employment by Hard Luck.

Such of the great army of Salesmen who are out of Spirits by Idleness will find it amusing to add to the list. It will afford as much scope as the Sixteen Puzzle out of Date by Pedigrees.

#### Thought He Had 'Em Sure.

C. W. Murphy, the hero of the fifteen dollar home trainer race at Philadelphia, is a venturesome cuss. While he was in Chicago at the international meet he visited the Midway with a party of Chicagoans. They wandered into the Algerian theater and were much interested in the juggling feats of the imported performers, which, however, to "Brother Charl" did not seem half as strange as the juggling of the Racing Board, who punished him for accepting a fifteen dollar check in lieu of a twenty-five dollar prize and still allowed the various members of the various teams all over the country to go scot free. So when one of the performers asked in broken English some one of the spectators to come on the stage to assist in the performance, Murphy could not climb up too quickly to suit himself. He did not feel as comfortable after he got behind the footlights as he expected to feel, for the juggler found coins where Murphy knew there were none, pulled all sorts of feminine apparel from the racing man's pockets, and did all sorts of unexpected things. Finally he told Charlie to drop some coins that he had in his hand into an innocent looking earthen jar. Charlie did so, and then the dusky entertainer put the cover on the jar and rattled the coins in it so that all could hear and then told Charlie to hold his hands to catch the coins. Charlie again obeyed, and the juggler removed the cover from the jar and emptied the contents into Charlie's outspread hands. Instead of the expected coins there dropped into his hands a live, wriggling, green snake. This was too much, and Charlie fled, amid the laughter of the audience.

And they say that he washed his hands every fifteen minutes for a month afterward.

#### How I Got into Trouble.

Once I had a cold, a terrible cold, a cold that made me sick all over, a cold that I tried in vain to get rid of. I have not the slightest idea how I caught this cold, but I have a very distinct recollection of its being a most aggravating cold. Solicitous friends told me of all kinds of remedies, and a fond mother said that it was patent that I would have to sweat it out. I must light a gas stove, set it under a chair, strip myself, sit on the chair, wrap I don't know how many blankets around the stove and myself, and stay there till I was in a pouring perspiration, then take a hot bath and go to bed under ample covers. I would wake up in the morning with the cold gone. I liked the plan, but the idea of resorting to a plebeian gas stove to bring on a perspiration was repugnant to my fine nature.

Had I ever called on a gas stove before? and had I not gotten up a glorious perspiration many a time? Indeed, a perspiration was probably the cause of all my trouble.

No, I had a better plan. I would get up a perspiration that would put to shame any that the despised gas stove could induce.

I hunted up all my winter underwear and put it on, garment after garment. Then I began to pile on the sweaters until there were no more to pile on. Over the whole I put on a heavy "reefer," which I had to fasten in front with strings on account of the amount of clothing beneath it. Then I got out my bicycle and started for a ride. For five or six miles directly away from home I went at a hot pace. Coming back I kept piling on steam, making each mile faster than the preceding one, till I finally got home again, ready to fall from my wheel from sheer exhaustion. I put my

machine away in a hurry and ran upstairs, crawled into bed under a weight of blankets and quilts, and ordered a tepid bath. As I lay there waiting for the bath it seemed to me that a 175 degree room in a Turkish bath would be a Greenland by comparison. I was as warm as a "Murphy" being boiled in the "jacket." Fifteen minutes of this was all that mortal man could stand. I then got into my bath, and after a good soaking I rubbed down briskly with a Turkish towel and went to bed for the night, taking care to cover up well. In the morning, there was not a trace of the cold left. The cure was complete. Elated with my success I rushed into print with a remedy for colds. I described briefly how to get rid of a cold, but did not make a personal story out of it.

A few days after the receipt saw the light of print, an individual with a rose-colored nose and a red flannel bandage around his throat walked into my office and said, "Are you the man thad wrode thad ardicle about how do gure a gode?"

I admitted that I was.

"Thed you are a scoudrel, or a dirdy, low dowl gur; a —" but for the sake of the reputation of the press I will not repeat what else he said.

I began to get angry, and laying hold of a paperweight, said, "Hold on there! Tell me what is the matter with you."

"Madder!" he said, as he turned back—for he had started to go—"Madder! I—I myselb dried thad cure and I juld gabe id do dell you wad I thod ob you. Thad's all."

The next day brought a friend of mine. He bore all the ear marks of being afflicted with influenza.

"Thay, Golonel," he began, "did you wride thad recibe for guring a gode? I thod zo. Now, I dode wigh you ady harb, but I do wigh thad the nexd dibe thad you ged a gode you would dry your owd rebedy."

"Why, I did," I began; "that is how I—"

My friend looked at me reproachfully and interrupted me to say, "Dode dell me thad. I won'd hod it agaisds you, but for heaben's sake dode sprig ady more ob your untried rebedies od a gullible publiq or you wid fid yourselb a murder-er sube day. Gub-by."

That was only the beginning of my troubles. Complaints came in by mail till I couldn't rest, and every once in a while some irate individual



would come in to give expression to his personal opinion of me when I was least expecting it. When I thought that the trouble was all over to a certainty, one poor fellow came up to tell me that I was the cause of his coming down with an almost fatal case of diphtheria. I am sure I do not see any reason why the remedy that proved so good for me was not good for others, but the results were so disastrous that I have never screwed up my courage to try the cure again myself, although I have often seen the time when I would have given a great deal to get rid of a cold.

#### Effect of Air Pressure on Speed.

The amount of air pressure resistance to be overcome when riding depends of course on the number of square feet of exposure and the rate of progression. At a speed of ten miles per hour the resistance is one-half pound to every foot exposed; at twenty miles per hour, twice the above, and so on. There is also a drag at the rear caused by the displaced air, and also at the side by air carried on by the rider. At a two-minute clip the air drawn on by the rider is one-quarter the bulk. If one could ride in a vacuum the speed would be terrific and the fastest trains would have to move very lively to keep up.

The Lake View Cycling Club are open for a challenge for a football game to be played on Thanksgiving Day, as they have just organized an eleven which will begin practice immediately. An indoor baseball team is being formed, which will join the Cycling Club League now being organized.

Madame Severine, the celebrated socialist and journalist; M. Andrieux, ex-prefect of police, and the Prince de Segan have been converted to cycling. The last-named is the Ward McAllister of Paris.





# The... Columbia

## Standard Bicycle of the World.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

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FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel. Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



## SKINKLE WILL RESIGN.

**He Will Give up the Presidency of the Century Road Club—Other Cleveland News.**

CLEVELAND, OHIO, Nov. 1.—W. A. Skinkle will resign the presidency of the Century Road Club in the near future. As he was recently heard to remark, "I am through working for unappreciative wheel clubs, to the detriment of my own business, and hereafter the old man is going to put in a few licks for himself.

The Lakeside Club are making extensive preparations for their grand ball at Red Cross Rink December 5. The affair will be very select; each person getting an invitation must be passed upon first by the committee. The full opera house orchestra will furnish the music. Sid Black will also give one of his entertaining trick-riding performances.

Geo. Myers, of the C. W. C., lost his wheel through theft. The other day, while George was attending to his duties in the Public Library building on Euclid avenue, he happened to look out of a window and there, pedaling along at a good gait, was a boy astride the missing bicycle. It didn't take George long to get into the street and give chase, but having no wheel the handicap was too great, and by the time he reached the alley running through to the clubhouse on Huron street his wind had given out. Here a happy thought struck him, and gathering himself together he made a fine spurt through the alley to the clubhouse. Rushing into the basement he grabbed the first wheel he could lay his hands upon and so excited was he that he carried it up into the street instead of rolling it up the incline. A spring into the saddle and then a confused mass of young man and wheel—the wheel was chained! Back into the basement it went and a new choice was made. This time it was a heavy wheel owned by Jack Barrett, but it was the only one not locked. A hurried chase out Euclid avenue and one glimpse of his wheel as it turned down Sterling avenue was all. A ride through that thoroughfare was fruitless; the wheel had disappeared as though the ground had opened and swallowed it up. George returned to the clubhouse, but lives in hope.

Adjoining the C. W. C. headquarters is a large boarding-house, and from its proprietress came a loud "kick" when she learned that a club was to be her neighbor. The noise would ruin her business, she claimed. The owner of the boarding house property and the house adjoining, a prominent attorney named Henderson, was also very sore about the clubhouse, and at one time nearly succeeded in breaking the lease. However, the club moved in, and very few complaints have come from the boarding-house; in fact, the boys had a grievance against it, as a young man learning to play the cornet was one of its summer attractions. Lately Mr. Henderson has leased the second house to the Iroquois Club, a social body of Catholic young men. Here is consistency with a vengeance. What the boarding-house keeper will do now, separated from a clubhouse on one side by an alley, and on the other side by only a brick wall, remains to be seen.

A rumor that the Cleveland Wheel Club's new house is unsafe has been "floated" by some sorehead. It is absurd to think a building unsafe that stood the strain it did upon opening night. In all probability it will never again be called upon to stand so great a one, as the people were packed into the ball-room like sardines in a box. Then, again, Mr. Richardson, the architect, is known to be very careful about the timbers he puts into a building; in fact, he is said to be a "crank" upon this very subject.

## LATEST FROM ENGLAND.

LONDON, Oct. 28.—The last 12-hour race of the year, positively the last, is taking place today at Putney on the cement path. Promoted by the Mid-Surrey C. C., the event was started this morning, H. J. Swindley taking the times. All the entrants, barring two, started. C. Schultzberger, of the Surrey B. C., led after the first few miles, the pace at starting being slow—a 3:30 gait. C. Chapple, of the Mid-Surrey Club, led at the end of the first

hour, with 18 miles 1750 yards. At thirty miles R. Palmer, of the Clapham C. C., was leading in 1:35:37.

Last Thursday F. Pope, of Alfreton, reduced the five-mile record, at Herne Hill, to 11:33 1-5, the previous best being Stocks' 11:36 4-5. Incidentally Pope brought down the three-mile time by 2 1-5 seconds, doing the distance in 6:35 3-5; but he failed to alter the figures for four miles. Pem Coleman timed.

## A Plucky Tandem Ride.

The remarkable performance on a tandem safety by A. R. Child and E. O. Earl, on the North Road last Saturday, will stand as a striking object lesson in modern speed-rates at the close of the season. Of course there was a favoring wind, although none of the reports so state. The riders started just before noon from Hitchin and rode northward, crowding no less than twenty-four and a half miles in the first hour. In two hours forty-seven and a half miles were covered, and then came a sickening disaster. Round-ing a curve at a 2:30 clip the riders came in awful collision with a cow, concerning whose sensations no details are at hand. The machine was considerably bent up and Earl fractured his collar-bone. Nevertheless, the heroes struggled on to finish their fifty, which they did in 2:10:58, Earl being in intense agony. He subsequently fainted four time while being surgically treated, and will keep his bed for three weeks. The riders were not paced.

But for the smash, 2:05:00 would probably have been reached.

E. Hale, the veteran who was in his prime in 1887, in which year his racing was brought to an abrupt close by suspension by the N. C. U., accomplished a splendid performance on Sunday last. He started on the North Road course to lower the 100-mile safety record, which he succeeded in bringing down to 5:12:02—13 seconds faster than S. F. Edge's record, made in the Bath Road Club's race.

The recent half-yearly meeting of the Cyclists' Touring Club, which took place at Newcastle-on-Tyne, proved a very quiet affair. By a unanimous resolution the annual subscription was raised from 60 cents to 84 cents.

## Wridgway is Dined.

C. G. Wridgway, the winner of the Anchor shield 12-hour race, has been entertained by the Bath Road Club, at a dinner given at the Cyclists' Club house—a moribund institution rarely heard of nowadays. Wridgway was presented by his club with a handsome pedestal lamp as a mark of their appreciation of his performance. By the way, the London County Club has decided to present elegant medals (the design being an anchor on one side with the club badge on the other) to the first three men in the Anchor shield race, and these awards, together with others relating to the Cuca race, will be presented to the winners at a concert some evening

C. W. HARTUNG.

## RACING TERMS.



A BAD SPILL.

during the Stanley Show week.

## All Over a Dog.

BALTIMORE, MD., Nov. 6.—The Maryland Bicycle Club and the Elkridge Fox Hunting Club, two of the most powerful sporting and social clubs in the state, are at odds because one of the members of the cycle club ran his wheel over the tail of one of the dogs belonging to the hunt club. It is likely that the Maryland division will take the matter under its wing and make things warm for the huntsmen. About a week ago two members of the Maryland Club were bowling merrily along a suburban road when along came a pack of the favorite hounds of the hunt club in full chase after an anise-seed bag. All the hounds crossed the road ahead of the wheelmen with the exception of one lank brute that squatted in the road, as if the better to get the scent of his game. One of the wheelmen used such bad judgment in passing this brute that his tire passed over its caudal appendage. Thereupon a lot of canine yells made the welkin ring and filled the heart of Huntsman O'Brien with ire. Mounted on a big horse, the huntsman rode alongside the wheelman and flourished his whip about his head in an alarming manner. The Maryland Club man rebuked him and dismounted. Then the huntsman closed with the wheelman and blows were exchanged. Both parties swore vengeance, and interesting developments are looked for.



## DENVER IS HEARD FROM.

The Wheelmen of Colorado are Enjoying Fine Weather—McGuire Establishes a 100-Mile Record—Social Events.

DENVER, COLO., NOV. 5.—A conservative estimate of the number of wheels ridden in Denver at the present time places the figures at 4,500, and one would naturally suppose that the doings of this little army of wheelmen would entitle us to an occasional notice from the eastern cycling press; but with a few exceptions we never read of what is transpiring among the cyclists of Colorado's capital except in the local publications. I trust an occasional letter from this apparently secluded portion of the universe will prove not uninteresting. The weather always has been, and as long as this terrestrial globe is inhabited by human beings always will be, a convenient topic of conversation. If I mention anything about our "Italian climate," I am well aware I do so at the risk of being "called down" by some of the eastern scribes, who always seem to dislike being reminded that we never consign our wheels to the garret in this favored land, even for a few weeks in the dead of winter. Nevertheless I can not refrain from expatiating briefly upon the delightful riding which falls to the lot of Colorado wheelmen in the fall and winter.

The Denver Wheel Club opened the social season last Thursday with the first of a series of monthly dancing receptions, to be continued through the winter. This initiatory event was attended by a large gathering of Denver's fashionable young folks, and was a brilliant affair. The club members were attired in the conventional dress coat, with silk knickerbockers and stockings, and all wore the club colors, black and orange, at the knee. The programme used on this occasion was of a unique and original design, in the form of an embossed pneumatic wheel, the round edge of the card serving as the tire. The spokes and rims were of silver, while in the center of the wheel appeared an embossed club button. The effect was pleasing, and was universally admired.

This club has recently organized a football team, and I am sure they will prove very formidable opponents to any team who cares to try conclusions with them. I know this, because they sent a man home with a broken collar-bone a few days ago, after only half an hour of practice work. Five of the members of that team are busily engaged at present trying to figure the problem: "Does football pay?" They were all at the clubhouse a few evenings since, when the captain invited them out for an hour's practice, and the five men in question left their overcoats in the library and neglected to lock the front door. A few minutes later two of the billiard fiends who were sleeping on the table upstairs heard some one come in the house and immediately afterward take their departure; but they had no idea that the unwelcome guest was leaving the house with an armfull of overcoats. Such was the case, however, and now five of the "klub's krack kickers" go home soon after sundown, for the evenings are chilly, even in this "Italian climate." And then it is pleasant, you know, to hear the small boy ask you: "Why don't you take your overcoat out?"

The ballots are out for the annual election of the division officers, and the result will be made known on the 15th. J. A. McGuire is the only candidate for chief consul, and he will undoubtedly prove the right man for the position. C. A. Hackney, who has filled the office so acceptably for two terms, has left Colorado for an extended tour through the south and east, and on that account he recently tendered his resignation. He has been the means of building the division up from nothing, to its present encouraging position. Mr. McGuire is a man who has the respect and esteem of all the wheelmen who are so fortunate as to have made the acquaintance of that jolly, jovial, hard worker for the good of the cause.

There were as many wheelmen out on the Brighton road today as would have turned out to see a road race. The occasion was the attempt to lower the 100-mile road record by J. A. McGuire, of the Ramblers. It was not thought that the American record of 5:39:00, made by Jake Linneman at Buffalo, could be approached, but the object was more to establish a western record, which the riders could go against whenever it entered the head of an ambitious one who wanted to try or train for a long ride. On the ride today the regular twenty-five-mile course, over which the D. C. U. ran the road race last year, was chosen—to be ridden four times. McGuire had the best of pacing and rode the 100 miles in 6:06:00. His actual riding time was 5:39:00, and he rode the first twenty-five miles in 1:13:00 1-2. The men who assisted in the pacing included Bob Gerwing, O. E. Boles, Tom Botterill, J. S. VanBuskirk, Clyde Turnbull, J. M. Daniel, Maurice Hardesty, S. H. Brice, John Davis, Austin and Bertie Banks, W. E. Perkins, Milo Cornwall, and Owen Langan. The road was in a very sandy condition, and there was a stiff wind blowing from the south, but otherwise the conditions were favorable.

The Denver Ramblers are about to reorganize. Many thought that the downfall of the big clubhouse scheme would end the career of this popular old club, but there is too much vitality left in its members to see it die for such a cause. The club will resume operations in a more modest way than which it proposed to entertain its members when the big \$40,000 clubhouse was built, and its idea is to be exclusive in its membership, reject such members as the club deems ineligible, and maintain a membership which, although not large at first, will be congenial and which have been loyal to the old club.

Trade is indeed assuming a bright aspect for '94 and if whisperings count, the field may be somewhat replenished by the advent of a couple of branch houses in the near future.

# GRAND SIX-DAY PROFESSIONAL ...BICYCLE RACE

At the Madison Square Garden, New York City.

COMMENCING AT MIDNIGHT, DECEMBER 24,

AND

CLOSING AT MIDNIGHT, DECEMBER 30.

## CONDITIONS OF THE RACE.

Only Ordinary or Geared-Ordinary Bicycles to be used.

## PURSES.

Twenty-five per cent. of the net profits to be divided among the placed men as follows:

To the winner -	-	50 per cent.
Second -	-	25 per cent.
Third -	-	12½ per cent.
Fourth -	-	8 per cent.
Fifth -	-	4½ per cent.

In addition to the above the following purses will be added:

Winner -	-	\$1,200 in gold.
Second -	-	800 in gold.
Third -	-	500 in gold.
Fourth -	-	350 in gold.
Fifth -	-	250 in gold.
Sixth -	-	150 in gold.

Each contestant who does not win one of the above-named purses, and yet covers 1,400 miles or over, will receive a prize of

## One Hundred and Fifty Dollars in Gold.

Each prize winner must cover 1,400 miles or over. Entrance fee, \$50, to be returned to all competitors who cover 750 miles before 12 p. m. December 27.

Entries close December 9.

During the week special Sprint Races for special purses will take place. For further particulars, address

**FRANK W. SANGER,**

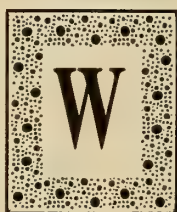
Madison Square Garden, New York City.





One year old today!

*"The Fowler"*



WITH sincerest pride and pleasure do we point to the wonderful success of our wheel—"The Fowler"—since we first offered it on the market one year ago today,—365 days,—12 months.

This unequaled success is due to being honest, doing what we promised to do, and giving value received for what was bought from us.

We perhaps have made some errors in judgment and policy, but we are honest,—perfectly so,—in saying that we have done the best we could.

For '94 we shall make such changes as our experience warrants, and if there is any such thing as perfection, and if money, skill, energy, and enterprise will attain it, "The Fowler" will be perfection.

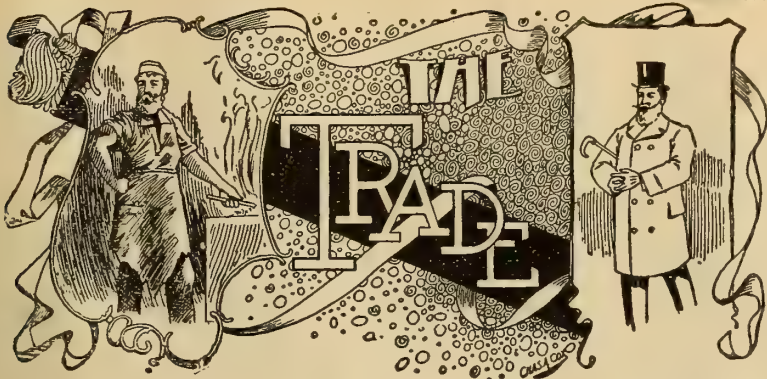
Don't you want to do business with such as we?

**Hill Cycle Mfg. Co.**

142-144-146-148 W. Washington St., Chicago, Ill.







*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application*

## ELECTIONS AND TRADE.

The recent elections in the various states of the country, resulting in the most sweeping victories for the Republican party, will have no little effect on business all over the country and most particularly on the bicycle business. The result in Ohio, where McKinley received between two or three times the majority that he had at the last gubernatorial election, is particularly significant. It means an indorsement of the tariff, and sounds the death knell of tariff tinkering. It means that we will stick to the policy that has long made this a prosperous nation. The silver question is already disposed of and now that the voters of the country have declared themselves as opposed to favoring dangerous tariff legislation, the two great causes for anxiety are settled and a feeling of security will follow. To have the questions definitely settled one way or the other is a great thing, and to have the voters decree to stick to the old and tried way is a greater thing.

To the bicycle trade it means that they will not have to fear foreign competition to any extent; it means that trade all through the country will settle down to a prosperous routine, that money from this time on will be easier, and that the buying of luxuries will increase. It will take some little time for the country to reach a normally prosperous state, but that state is coming and coming rapidly.

## PHILADELPHIA SHOW CHANGES ITS DATE.

The Philadelphia Cycle Show committee write us that the G. & J. and Union companies will exhibit exclusively at Philadelphia and that the Pope company have taken space.

The date of the show has been changed to two weeks later than that originally announced, in order to give those firms who are going to exhibit at both shows sufficient time to move their exhibits and get them in place after the close of the New York show. The new dates are from January 29 to February 3 inclusive. In a circular letter they say:

We wish to call attention to the misrepresentations that are being made by the promoters of the New York show in their efforts to influence the trade. In a recent circular issued under the signatures of the advisory trade committee, statements are made that are positively untrue and others so disingenuous as to be equally misleading. The statement that the Philadelphia committee can name only twenty-three firms who have stated that they would probably exhibit at Philadelphia, and of these twenty-three firms seven had already secured space at the New York show, leaving sixteen firms favorable to Philadelphia, was not warranted by facts. Our circular letter of October 24 stated plainly that the list of twenty-three included therein was merely "a few of the well-known manufacturers" from a list of over fifty; and no names of firms are included in that list who had not actually expressed their intention of exhibiting in Philadelphia whether they did so in New York or not. The width of the aisles in the armory building is incorrectly stated, and the astonishing statement is made that "in the Philadelphia armory there is not one seat, and no seating capacity," when the fact is there is a commodious gallery, with ample seating accommodations.

## WILL EXHIBIT AT NEW YORK.

Fifty-nine makers of bicycles, tires, and sundries have notified the Madison Square Garden Co. that they will exhibit at the New York show, and spaces have been allotted them. The cycle show committee has done its work well, and applications for space are rapidly coming in. Those who have been assigned space up to date are:

Yost Mfg. Co., Ira Perego, Rich & Sager Co., Stokes Mfg. Co., E. C. Stearns & Co., Kenwood Mfg. Co., Central Cycle Co., New York Cycle Co., A. G. Spalding & Bros., Columbia Rubber Works Co., John P. Lovell Arms Co., J. Warren & Co., Morgan & Wright, New York Belting & Packing Co., Marion Cycle Co., Hill Cycle Mfg. Co., Ariel Cycle Mfg. Co., H. A. Lozier & Co., Elastic Tip Co., R. B. McMullen & Co., John S. Leng's Sons & Co., Eastern Rubber Mfg. Co., Fenton Metallic Mfg. Co., Cushman & Denison, McKee & Harrington, Mannesmann Tube Co., Grant Anti-Friction Ball Co., Erie Rubber Co., American Dunlop Tire Co., Garvin Machine Co., Western Wheel Works, Pope Mfg. Co., Hickory Wheel Co., Hartford Wheel Co., Relay Mfg. Co., Peerless Mfg. Co., Raleigh Cycle Co., Royal Cycle Works, Stover Bicycle Mfg. Co., Premier Cycle Co., Black Mfg. Co., Hurlbert Bros., Porter & Gilmour, Hermes Tire Co., Washburn Cycle Co., Simonds

Rolling Machine Co., New Departure Bell Co., League Cycle Co., Eagle Bicycle Mfg. Co., Boston Woven Hose & Tire Co., Warwick Cycle Mfg. Co., Newton Rubber Co., Wilson, Myers & Co., Hartley & Graham, Schoverling, Daly & Gales, Smith Wheel Mfg. Co., Quadrant Cycle Co., Curtis-Child Mfg. Co., Persons & Muller Mfg. Co.

## A NEW POWER REGULATOR.

C. O. Allen, of Pullman, Ill., is the inventor of a contrivance that has the advantage of novelty if nothing else. What its other advantages may be we are not prepared to say without giving the thing a practical test. The contrivance is in the sprocket-wheel, and is designed to equalize the power applied to a bicycle. The inventor claims that there is a great advantage in having the power applied constantly, as it is applied in his machine.

The invention consists of a hollow front sprocket-wheel, which is not directly fastened to the crank shaft, but moves freely thereon in a forward direction, and is prevented from moving backward by a ratchet device. Inside the hollow sprocket-wheel is a spiral spring with one end permanently fastened to the crank shaft and the other permanently fastened to the inside of the outer rim of the sprocket-wheel. As the pedals are revolved in the usual forward direction the spring is wound up until it is capable of being wound no more, when the sprocket-wheel is forced to revolve with it. When the spring is fully wound up it exerts a driving force of fifty pounds on the circumference of the large sprocket-wheel, or enough to start the machine with a rider on it without any exertion on the part of the latter, and it will run for an eighth to a quarter of a mile in this way according to the surface on which it runs. There is no tendency on the part of the pedals to turn backward, any such tendency being checked by the ratchet before mentioned. When the spring is once wound up the rider is compelled to exert a fifty-pound pressure on the pedals to keep it wound. The constant pressure of the spring keeps the chain always taut at the top.

A number of the crack riders who visited Pullman last Sunday tried the machine, but rode it with indifferent success. The feeling when on the machine was very like what one might feel on a moving home trainer on which there was considerable friction. A rider would start out with the machine wound up, when the first thing he knew he would be back-pedaling while the machine continued its forward course; then he would get the pedals to going in the proper direction again only to repeat the back-pedaling operation. It was plain that it required some practice to ride the machine properly. Some of the Pullman riders who were used to it showed that it could be ridden without any of the back pedaling, and got no little speed out of it.

The sample machine, the first one that has been gotten out, was geared to eighty inches. It has a locking device on the crank next to the sprocket-wheel, which, by a movement of the foot, locks the crank to the sprocket-wheel, making the wheel the same in action as the regulation chain safety, which of course would enable the rider to stop his wheel by back pedaling, a thing which he could not do until this lock was thrown into place. The device can be fitted to almost any safety without changing the machine except in the one sprocket-wheel and the old sprocket-wheel can again be replaced. Mr. Allen is arranging to build twenty-five wheels fitted with his device.

## WARMAN-SCHUB CO.'S AFFAIRS.

A correspondent of THE BEARINGS was attracted by a little sign over the entrance to Warman & Hazlewood's establishment, now the Warman-Schub Cycle House. It reads:

**Bicycles From  
\$1.00 up.  
We are sold out of all cheaper  
than this.**

The \$1 wheel proved to be an old ordinary *sans* pedals and grips.

Mr. Warman was in, and for once was talkative. It was learned that the present store is to be closed immediately and that the firm will move into temporary quarters at 469 West Lake street. They are also in the manufacturing business, having a three-story factory at 116 to 122 North Lincoln street, where samples of the American-made Coventry Cross cycles, now being shown on the road, have already been turned out. The factory has a capacity for a large number of wheels, all of which will be high grade with dust-proof, tool-steel bearings, and all the latest improvements. They will weigh from twenty-six to thirty-four pounds. English-made Coventry Cross cycles as well as Cataracts will be imported, the assembling being done in Chicago.

Mr. Warman does not favor cycle shows, as he thinks practically no business is done at them. Nevertheless the firm has engaged space at New York, which Warman thinks the only suitable place outside Chicago for a show.

He expects to see many of the best wheels listed at \$150 in '94, but many first-class ones between that price and \$125. He thinks a reduction in the tariff would make a material reduction in the price of wheels, as "English high-grade wheels are on an equality with American high-grade goods"; and is confident that that reduction will come before long.

The C. H. Schub Cycle Co. is no more. Mr. S. has given up the "job lot" business for good and will soon go to the Pacific coast with H. E. Laurie—who has been with him for the past year—in the interests of the new firm.



## TESTING THE '94 UNION.

A remarkable scene was witnessed at the Needham (Mass.) depot on October 28. Just before the arrival of the Boston train and in full view of the passengers who were waiting, a well-dressed young man was seen riding a bicycle rapidly toward the depot. He quickly reached it, crossed the platform, and without dismounting rode off the edge—a clear drop of twelve inches—forced his bicycle across the rails, and getting between them set a rattling pace over the ties in the direction of Highlandville, a mile distant. In a short time he was seen returning over the same uncomfortable surface, and the various observations made by the witnesses were very amusing to those who were “on to the racket.” One gentleman remarked, “That young fellow has evidently got more money than brains to use a fine wheel like that”; another thought him “a lunatic”; another was sure “it was to settle some bet”; but they were all wide of the mark. It was Charles Measure, of the Union Cycle Mfg. Co., the champion bicycle smasher of Massachusetts, testing the company's '94 model. He was badly broken up when he brought his victim in, but the closest examination of the machine failed to reveal the slightest damage to any part of it, and it is now looked upon as a good successor to the Union P. D. Q.

### The New Stover Catalogue.

The Stover Bicycle Mfg. Co. will present this season one of the most artistic and expensively gotten-up catalogues ever issued. The cover is done in red and old gold on a pale-blue background, and embossed on heavy paper. The Phoenix trade-mark, representing two overlapping wheels, with red tires and gold spokes, in front of the fabled Phoenix in gold, and with the word Phoenix in gold above, surmounts the firm's name, which is done in red on a white background. A gold and red border surrounds the whole. The design is modest and very attractive.

### Ariels Will Have Gear-Cases.

The Ariel Cycle Mfg. Co. is the first American firm to announce the adoption of the much-needed gear-case. Gear-cases will be fitted to every machine manufactured. The Ariel company will make their own gear-cases after a special pattern, the case sagging on the under side, so that a loose chain will not rattle when loose. It will be very light, and the chain and its adjustment can be easily gotten at. The Ariels for '94 will have the level upper frame, the head remaining the same length. Weights will be from nineteen to thirty pounds.

### Tyler Uses a Sager Saddle.

In writing of his recent century run, in which he broke his former record by about 9 minutes, J. W. Linneman, of Buffalo, speaks very enthusiastically of the 1894 Sager racing saddle which he rode. It is a matter of note, also, in this connection, that Harry Tyler has used the same saddle in his late record breaking. All the styles of Sager saddles for 1894 are proving very popular and we understand many large orders have already been placed by leading manufacturers.

### A Foreign Cycle Show.

The international cycle show will be held from March 24 to April 8, 1894, at Brussels, Belgium. The old exposition building there will be used, giving ample space to all. Several spaces have already been taken. It is certain that exhibits can enter free and that a 50 per cent. reduction of tariff will be given upon Belgian railways. There will be five classes—cycles, accessories and tires, articles of wearing apparel, bibliography, and retrospective.

### A Small Failure.

LOUISVILLE, KY., Nov. 5.—The Louisville Bicycle Co., on Third street, near Green, filed a deed of assignment yesterday afternoon to Harry Stucky. The firm is composed of R. J. Walker and W. E. Castle, the firm name being R. J. Walker & Co. The failure was caused by the close money market and dull business. The assets and liabilities are not large. The majority of the indebtedness is out of the city.

### Stolen.

Thistle, Number 326; enameled dark blue; name and address on handle-bars. Liberal reward will be paid for its return, or any information leading to its recovery, by Gus Alexander, 336 Warren avenue, or Diamond Palace, 119 Madison street.

### A Remarkable Record.

During the month of October C. H. Plumb, manager of the Ariel Cycle Mfg. Co.'s retail store, sold, and the books prove it, thirty-nine wheels for cash.

### TRADE PICK-UPS.

C. C. Meade has left the employ of the Monarch Cycle Co.

“Times are not hard in England,” said John Palmer, on his return from abroad.

Harry J. Cassady, of Thorsen & Cassady, is visiting the larger cities of Illinois in the interests of his house.

All doubts regarding the list price of the Gormully & Jeffery Mfg. Co.'s wares will be soon put to rest, so it is said.

C. C. Meade will enter the employ of Thorsen & Cassady November 15. He will be on the road part of the time.

The Taylor Cycle Co., Chicago, will close its store November 25. All stock left on hand at that date will be sold in a lump.

E. H. Wilcox, of the Ariel Cycle Co., will visit Chicago early next week. Mr. Wilcox has just recovered from a severe illness.

H. W. Jenney, formerly of Jenney & Graham, now with Thorsen & Cassady, has just recovered from a severe attack of pneumonia.

J. Jay Ross left Chicago for Freeport, Ill., November 1 to enter the employ of the Stover Bicycle Mfg. Co. Ross will travel in the south.

Rouse, Hazard & Co., Peoria, Ill., state that they have just received an order for a number of bicycles from Kingston, the capital of Jamaica Island.

The Aurora Cycle Co.'s factory at Aurora, Ill., has closed down. The making of pneumatic tired sulky wheels has been removed to the Frazier cart factory.

A. J. Marrett left for Boston Wednesday to close up the business of the Coventry Machinists' Co. in America. He will probably return to Chicago to engage in business in this city.

The Chicago Tip & Tire Co. have a new repair outfit weighing but two and one-quarter ounces and put up in the shape of an oil-can. They have already taken a large number of orders.

W. M. Perrett, who is now with the Raleigh company, will soon start on the road with a line of Brooks, Lamplugh & Sons, Mason & Co., and Middlemore saddles, besides a line of American saddles.

Over 200 Eagles were sold by the Woodrough & Hanchett Co. the past season. The Pullman, the wheel especially manufactured for them, was an excellent seller, only a few wheels being carried over.

The Eagle Bicycle Mfg. Co., of Torrington, Conn., have issued a large pamphlet of letters received from riders of their wheels. The company rightly state that their wheels are advertised by their friends.

Morgan & Wright and the Akron Rubber Works are now in court regarding the M. & W. patents on pneumatic tires, which the Akron company are said to have infringed in manufacturing their Greyhound tire.

The Stover Bicycle Mfg. Co. will close the doors of its Chicago branch November 15, and R. C. Lennie will at once go on the road, calling on the large trade formerly visited by E. H. Wilcox, now of the Ariel company.

Alex. W. Schags, representing the “Cobolite” Co., of Richmond, Va., while in Chicago last week showed samples of corncob handle grips. It is claimed that this corncob grip will readily absorb all perspiration from the hand.

Frank N. Payne, representing the Revere Rubber Co., Boston and Chicago, is calling upon the cycle manufacturers in this part of the country, showing samples of an extra-light pedal rubber, weighing only six ounces to the set.

J. O. Blake, manager of the Gormully & Jeffery Mfg. Co.'s retail store, says that next season he will have wheels to sell at any price the purchaser wants. They will be a distinct line from the Ramblers, but will be away up in quality.

C. A. Persons, of the Persons & Mueller Mfg. Co., took orders for P. & W. saddles from Andrae & Co., Milwaukee, and the Stover Bicycle Mfg. Co., of Freeport, and left Chicago for home Tuesday of this week, well satisfied with the business done in the west.

A. L. Collins, of the defunct Taylor Cycle Co., has joined the great army of unemployed. While Mr. Collins was with this firm he made an enviable reputation as a business man. Any cycle manufacturer or dealer needing a good man would do well to open negotiations with Mr. Collins.

The Bicycle Wood Rim Co., Kingsland, N. J., report that their white-ash one-piece rims are taking like hot cakes. Inquiries and orders come in daily from all parts of the country. Not only have they sent rims to nearly all states but to several foreign countries, including England, France, Germany, Belgium, and South Africa. Their English shipments are very large.

Creditors of the Standard Mfg. Co., of Indianapolis, have received notice (dated October 27) that a dividend of 5 per cent. has been paid into the office of John R. Wilson, clerk of Marion circuit court, to be prorated among the company's creditors, whose claims have been filed and approved.

Hyslop, Caulfield & Co., of Toronto, who have been dealing in bicycles for the past few years, intend going into the manufacturing business. With this in view they are securing the most experienced workmen, and studying all the latest improvements. They will no doubt introduce some novelties worthy of notice during the coming season.

West Side cycle row, Madison street near Ashland avenue, will shortly be disrupted. The branch store of the Stokes Mfg. Co. is advertised to rent; Hirsch is closed; the Bailey Mfg. Co. closed, and another concern. Those concerns remaining have made little money. The Sterner Cycle Co. claims to have made a little; the Ashland Cycle Co.'s profits have been materially lessened by the \$600 paid for the lease of their store. Mason & Mason, the veteran dealers on the row, have sold over 500 wheels, have been very careful in the transaction of their business, and have made some money. The row was overcrowded this year, there being room for not over two hustling firms.



# Christmas Edition

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This edition will be sent free of extra charge to regular list. Orders for one or more copies, accompanied by remittances in stamps or money, will be mailed in the order of receipt.



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46-48 Van Buren St., CHICAGO.



## TEXAS TRADE NOTES.

When the writer visited the state last season he was impressed very forcibly with the fact that there was not a better field for the sale of bicycles than Texas. The dealers as a general rule are live, wide-awake business men, and while they have perhaps not gotten all the business they should have with such an excellent field in which to work, their business has been good, and an enormous increase over previous seasons. The coming season should show a decided increase over the past for several reasons, chief among which is the increased number of good roads and paved streets in the larger cities. Next to asphalt, perhaps shell makes the smoothest surface for a wheel, and one only needs to ride over one of these long shell drives with which the south abounds, to ever after have a desire to visit the south again, and enjoy once more the tropical scenery, and the warm hospitality for which the southerners are noted.

Galveston.—When a cycle salesman steps off of a Mallory steamship at Galveston, notes the beautiful shell wharves and feels the cool breezes for which this city is noted, he generally would imagine that if all the Texas cities were like Galveston, his order-book would be full, and his house correspondingly happy.

Not so with this one; I know the ropes, for I have been here before. Galveston is a beautiful city, with good streets, and one of the most elegant beaches in the world; a most pleasant place to spend any length of time that a visitor may have to spare; but as a bicycle town it is "N. G."; and it looks as though it would never be otherwise. Matters are about the same here as they were twelve months ago, as concerns the wheel business. Fewer sales have been made this year than last, and a city which boasts of 50,000 of the richest inhabitants in the United States, can not boast of a bicycle store that tries to sell bicycles, or a public that cares to ride them. There must be a cause for this, but the solution is too deep for me. There might be something, however, in my opinion, and it is that it has never been pushed by a dealer selling an "up-to-date" wheel.

Houston.—By the time a fellow gets to Houston he might be feeling rather blue, although this point is but fifty miles north of Galveston; but a pleasant surprise awaits him there. He sees a thorough little wheel town, with 40,000 inhabitants; one that has a reputation of turning out thousands of really enthusiastic spectators to a race meet, and where the men have not only taken to cycling with a vim, but the ladies as well. The bicycle business here has been good, an excellent grade of wheel is sold, and the trade is accordingly in a healthy condition. Since my last visit I find that the vitrified brick paving then contracted for is now a reality, and miles of the prettiest drives in the city are now paved with what should be a veritable cyclists' delight—vitrified brick. Still larger contracts are being let and pushed to completion, and a city which was once noted for the muddiest streets in the United States, can now lay claim to the very best sort of streets. There are also several miles of beautiful shell drives leading out to suburban points.

San Antonio.—As one leaves Houston and goes west along the Southern Pacific, which runs through southern Texas, you see what gives the south her business in the fall and winter—her immense cotton interests. Texas is generally looked upon as the abode of cowboys, and composed almost entirely of large stock ranches, but nevertheless it is a fact that something like a million bales of cotton are marketed annually in the Lone Star state.

San Antonio, with its 60,000 inhabitants, is noted particularly for its Spanish missions, and the supposed large number of Mexicans which go to make up the 60,000 souls. It is true that there are a large number of

Mexicans in the Alamo city, but nevertheless there is also a population of whites and the higher grades of Spaniards which exceeds that of other Texas cities. San Antonio lays claim to being the best wheel town not only in the state but in the south, and the number of riders to be seen on the streets certainly bears out this claim. San Antonio's streets are gravel, and while the quality in general is far below those in Houston, the number is greatly in excess. San Antonio is a thoroughly cosmopolitan city, and the only feature to be regretted in its cycling history is the over-zealousness of some irresponsible dealer, who, in order to make a few dollars on a couple of sales, sold wheels to women of questionable character, and the wheel business, so far as the sale of ladies wheels was concerned, was for the time being killed. An effort is now being made to right this wrong, and it is quite likely that these questionable characters will be forbidden to ride their wheels on the streets. The trade here is in a fairly good condition. Some of the dealers have not been conservative in the grade of wheels sold, nor have they paid that attention to maintaining a standard of prices which is consistent with a good safe business, but experience has doubtless taught them that they must be more particular in future. It is not too late to mend, and with a little careful nursing the San Antonio trade can be brought back to the proper standard.

Austin.—Austin, the state capital, is a little too hilly for cycling, still the dealers report business as being fair the past season, with the possibility of a largely renewed interest in future.

## The Colonel on the Tariff.

WASHINGTON, D. C., Nov. 6.—Col. Albert A. Pope has addressed the following communication to the Ways and Means Committee in reference to the tariff on bicycles:

"A number of manufacturers in the United States have requested me to present to your committee the reasons why there should be no immediate change made in the present tariff on these machines.

"We believe there should be no reduction in the tariff on bicycles until the raw material is admitted free. There should be a sliding scale of duties, the articles representing the least and most unskilled labor to pay the lowest duties, while those things which require the largest amount of high cost labor to produce should have the highest duties to pay. Directly and indirectly there is a large amount

paid to the Government by the manufacturers of bicycles. To illustrate this I submit a list of duties (which was sent to me from the Boston custom-house) paid on articles used by bicycle manufacturers and their employes.

"The duty on steel, of which bicycles are largely constructed, is 45 per cent. As a rule they are manufactured in buildings made of brick; on this material the duty is \$1.25 per ton. On the lumber used in the construction of these factories the duty is \$2 per thousand. On the boilers and engines the duty is 45 per cent. On the machinery which is used in the fabrication of bicycles the duty is 45 per cent. On the coal which furnishes the power the duty is 75 cents per ton. On the lumber of which the workman's house is built there is a duty of \$2 per thousand. On the woolen clothes he wears the duty is 50 per cent. On the food he eats, such as potatoes, apples, etc., the average duty is 25 cents per bushel. On the coal that warms him the duty is 75 cents per ton. In brief, it may be said that from the cradle to the grave the things he uses are subject to the tariff.

"While we believe in the revision of the tariff, we think that such revision should begin at the bottom, the raw material, and not at the top, the high-cost finished article."

A Buffalo paper states that it is proposed to hold a cycle show in that city in the near future.

## EAGLE OFFERS ENCOURAGEMENT.

HOW TO SELL OBSOLETE PATTERNS---READ AND LEARN.



U. N. CERTAIN.—"I wonder what list price to make, and how much we can charge our agents for wheels next year?"

B. E. CAREFUL.—"Let's wait and see what —, —, and — are going to do."

H. E. KNOWS.—"Well, now, you'd better keep your eye on the Eagle Bicycle Company. You see they haven't any old wheels to sell; their designs are all of latest pattern; while we are loaded down with spring forks, cushion tires, low frames, short heads, and no shrewd buyer will want anything that has been all hacked to pieces, without any fixed value. My! how the wind does blow."

R. EAGLE.—"Don't worry, gentlemen, there's room for all. The cross-road buyer may want something he can buy cheap, unless he also is posted. If so, why cultivate your export trade."



THE BEARINGS  
THE CYCLING AUTHORITY AMERICA

**"Imperial"**  
REGISTERED TRADE MARK

CORRESPONDENCE RELATIVE  
TO 1894 AGENCY SOLICITED.

**YOUR NAME**

for 1894 mailing list wanted.  
Send it.

**CATALOGUE FREE.**



**AMES & FROST COMPANY, MAKERS.**

CHAS. H. SIEG MFG. CO., 275 WABASH AVE.  
AGENTS FOR CHICAGO.

**302 WABASH AVE., CHICAGO.**

Mention The Bearings

**DESIGN AND WORKMANSHIP**

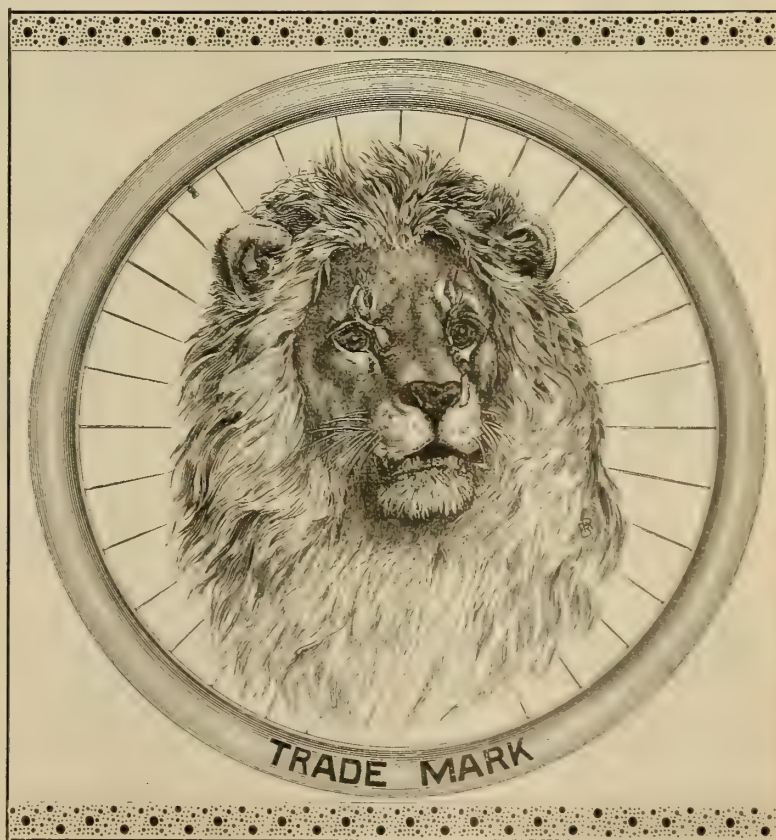
Constitute the high-grade features in a Bicycle.

**SEE THE  
MONARCH**

Special Medal and Diploma awarded by the World's Columbian Exposition for GENERAL excellence, including design, material, workmanship, and finish.

**BETTER KEEP YOUR EYE  
ON US FOR '94 BUSINESS.**

We shall produce a line of bicycles **UNSURPASSED BY ANY**,  
and we can offer special inducements to responsible agents.



**MONARCH CYCLE CO.**

Retail Salesroom:  
**280 Wabash Avenue.**

**Lake and Halsted Streets, CHICAGO, ILL.**



## BOLAV IS ARGUMENTATIVE.

My old friend J. Elmer Pratt, than whom a better salesman or a more congenial comrade is not found in the cycle business, tells of the art of selling goods in general and bicycles in particular. It is a pity that there are not a few more press writers who are as level-headed as the Grand Rapids man. I want to say right here (and I hope Pratt will see the statement, and that he will not feel "stuck up") that I have yet to see an article from his pen which was not as full of good sound meat as a fresh-laid goose egg; and I also note that he does not—as many among the rest of us do—write unless he has something to say. I do not know why it is, but just now the cycle press seems filled with the most inane stuff, and it seems to be the fashion, in order to fill space, for editors and space writers alike to roast and otherwise abuse each other. The cycling show brought out a deal of vituperation for a while, but now that it is practically settled that Philadelphia—growsome and old, dead and decayed—is not in the race, the roasting has ceased, except for one small pink-covered sheet, printed somewhere in the musty and mold-covered ruins of the City of Brotherly Love. This little barker finds it convenient to abuse every one and everything which finds in any way an objection to the Philadelphia show. It seems to me that last year's experience is enough. I have no blame to lay upon the redoubtable "Bunny" (except for his unseemly speech when he announced himself as being out for the stuff). Mr. Hare and the rest of them did nobly—none could have done better. But these gentlemen were too greatly handicapped. Good lord! think of the old fish market, and the impossibility of any one getting to it without a compass and a map and spiked shoes; think of the hotel accommodations of Philadelphia; think of the "horse-cars" and the sleepy population. Excuse me, Buffalo is the place where the show should be held. But if not there, let us skip Philadelphia and hold the show anywhere. Even Camden, N. J., howbeit out of the United States, would be preferable.

There is a long article in *Bi. World*, from L. A. W. something or other, which seems to be a mixed-up attempt at an argument for lower prices for 1894 bicycles. The writer makes several assertions that sound rather fishy, and seems to be satisfied that the maker is swindling him awfully, and that any high-grade machine ought to list at not more than \$75. A very good answer to this is: The number of failures recently nearly all occurred among those who have tried to do the very thing that this particular L. A. W. member thinks reasonable, namely, build a \$150 bicycle and sell it at 50 per cent. off, or at \$75. Again, L. A. W. complains that *preachers* get a discount, and that racing men don't pay anything. To the first assertion one might say that preachers don't count. Some one must support them. Their churches usually expect the lay brethren to do a good share of it, and

I have yet to see the dominie who was slow to take advantage of his begging privileges. In the second instance, I should like to ask L. A. W. for his proofs. Chairman Raymond would like to hear from him at once. The statement is misleading and wrong. I personally know several fast racing men who have bought and paid for their racing machines. Furthermore, whether any of them did or did not would cut no figure, for the presentation of a machine to a fast man or to a prize committee is merely a question of so many dollars paid for advertising. L. A. W. says that an agent told him that he was buying high-grade wheels for \$100, \$105, and \$112.50; in other words, at 25 per cent., 30 per cent., and one-third off, which are regular discounts given responsible agents where a number of machines are ordered, and the firms who gave them were, no doubt, making honest machines and a fair profit for themselves, which profit, by the way, would not equal the lowest discount given the agent by considerable, I will answer for. Now, after this, L. A. W. tells us that he was offered a high-grade machine by the agent for \$80, and that the agent wouldn't lose anything either. Good! right there is your *cheap* high-grade, my friend. What are you kicking about? Go quickly and buy. I think that there will be a number of fairly good machines on the market in 1894 listing at \$100. I also think that a lot of big makers will combine to run out their 1893 machines (for I hardly think that the big fellows escaped overstocking any more than the little ones, no matter if they do *talk* "biggily") without any change in them, and that they will list such goods at \$135, perhaps \$125. I wouldn't be surprised, but I will wager a shiny new hat with any one, that not a single big maker will make the price of bona fide 1894 machines less than \$150.

BOLAV.

## It Will be a Great Heller-up.

Arthur Augustus Zimmerman has been invited to test a new invention just brought out by Frederick Heller, a Caldwell, New Jersey, plumber. To a bicycle the Jerseyman has added two air fans which revolve behind the saddle. Fastened to the frame are two upright rods. These are turned at the top and run into the seat mast. The light steel shafts that have the propellers affixed to their ends pass through bearings in these rods. The power is derived from leather belts that pass around drums at the axle. The propellers used are made of brass and are similar to those used as electric fans. By this twin-screw arrangement Heller claims that he is able to get increased speed without working so hard, and he wants the man from Manasquan to show up his invention to the world.

## Stolen.

Lady's Columbia Bicycle, No. 2,723, 1891 pattern; Morgan & Wright tires. Address, A. R. Prosser, 18 Milwaukee avenue, Chicago.

# Our Agents Make Money!!

DO YOU \_\_\_\_\_

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS....



Stock carried in CHICAGO by

## Woodrough & Hanchett,

38 AND 40 LAKE STREET.



## The Eagle Bicycle Mfg. Co.

TORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

## We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.



# THE RAMBLER TEAM.



D. SCHAEFER, F. J. TITUS, TITUS' TRAINER, O. S. BRANDT, MILLER'S TRAINER, E. F. MILLER,  
 G. F. TAYLOR, M. F. DIRNBERGER, A. L. ATKINS, J. P. BLISS, H. A. GITHENS, F. LYMAN,  
 F. E. SPOONER.







# THE BEARINGS

Vol VIII  
No 16

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOV. 17, 1893.

## JOHNSON LEAVES INDEPENDENCE.

After Getting All the Short-Distance Records He and His Pacemakers Start for Home.

INDEPENDENCE, IOWA, Nov. 10.—John S. Johnson has broken and now holds all records up to and including the mile, both standing and flying. His sensational performance of yesterday, when he did a standing mile in 1:58 1-5, was the last important record he broke. He did not go for it until noon, and then the weather was most favorable. There was little or no wind, and it was warm enough to ride without sweaters. The running horse proved to be better at a standing start, and Johnson was neatly picked up. The triplet team made another of its fine connections, and the half was reached in 1:02. Tuttle started the quad just right and Johnson had to make an extra sprint to catch up. For a wonder Johnny had all the pace he wanted, and the clip was so rapid that he lowered his former record of 1:23 3-5 for the standing third, reducing it to 1:21. The last third was done in :37. Johnson tried his usual sprint at the finish, but the pacemakers were ready for him and crossed the tape ahead of him. Two of the watches had his time at 1:58 flat and the other 1:58 1-5.

Today Johnson amused himself by breaking and establishing short-distance records. But first he regained the record taken from him by Zimmerman. It was the flying third, and he reduced the figures from :35 to :34 3-5. He next tried the flying eighth and cut a second off the record of :13 2-5 made by Windle. Then he established a record for the same distance from a standing start, the result being :17 1-5. Johnson had made an unofficial hundred yards at Minneapolis in :05 4-5, but Windle got the record because he had the proper officials. Johnson went for it today, and the first time the three timers caught it at :04 1-5, :04 2-5, :04 3-5 respectively. A number of outside watches caught it slower and a kick was made, and that there might not be any cause for suspicion the judges had Johnny try again. But on this trial Johnson swerved and ran into a dirt pile, which slowed him considerably. However, he managed to finish in :05 2-5. His last attempt against Father Time was the hundred yards standing start. Johnson's previous best was :09 4-5, but he managed to cut off three-fifths of a second. As soon as he dismounted from his wheel the party began to pack up, and tonight Johnson and his retinue took the train for Chicago. There they will disband, the different riders returning to their respective homes.

Johnson is well pleased with his records and he is liable to hold them all until next year. The records made on this trip are as follows:

PLACE.	DATE.	DISTANCE.	START.	TIME.
Independence, Iowa	Nov. 10	100 yards	Flying	:05 2-5
Independence, Iowa	Nov. 10	100 yards	Standing	:09 1-5
Independence, Iowa	Nov. 10	1-8 mile	Flying	:12 2-5
Independence, Iowa	Nov. 10	1-8 mile	Standing	:17 1-5
Independence, Iowa	Oct. 31	1-4 mile	Flying	:24 2-5
Independence, Iowa	Oct. 31	1-4 mile	Standing	:28
Independence, Iowa	Oct. 30	1-3 mile	Flying	:34 3-5
Minneapolis, Minn.	Oct. 24	1-3 mile	Standing	:39 3-5
Independence, Iowa	Oct. 31	1-2 mile	Standing	:59 2-5
Independence, Iowa	Oct. 30	1-2 mile	Flying	:55
Independence, Iowa	Nov. 9	2-3 mile	Standing	1:21
Independence, Iowa	Nov. 2	2-3 mile	Flying	1:16
Independence, Iowa	Nov. 8	1 mile	Flying	1:55 3-5
Independence, Iowa	Nov. 9	1 mile	Standing	1:58 1-5

The boys had a good time while they were here. There was but one show in town and that was given by the Kickapoo Indians to advertise

their medicines. This entertainment the boys attended nightly, until they became very friendly with the Indians. They invited them to come down to the track and see them ride, but Uncle Sam's proteges were afraid at first, but they finally agreed, and piloted by Conn Baker, they came down today. They were much impressed with the quadruplet and looked at it admiringly. Finally Medicine Bear, who claims to be a son of the famous Sitting Bull, ventured to mount on Baker's seat and he was hustled around for a mile at a fast clip. He tried to induce his comrades to try it, but they were content to look on. After much urging the three were induced to mount the triplet and have their pictures taken.

## NEWS FROM BOSTON TOWN.

BOSTON, MASS., Nov. 11.—Another quiet week has flown over our heads in this town. The polls close next Wednesday, November 15, and there is

expected to be some news after that; but until the polls are declared closed and the returning board gets in its deadly work, there will be a deadly dearth of news. With the exception of the Press Club's ten-mile handicap road race last Monday, there has been no track or road event in this vicinity. L. A. C. Kelley won this event, but was disqualified on a pure technicality. In the entry blanks the riders were expected to enter the name and weight of the machine they would ride. He entered that he would ride a twenty-seven pound Humber. But he rode a wheel in the race which weighed just twenty-two pounds, as weighed in the presence of the judges, and was of a different make and pattern from the one he entered on his blank. He claims that he broke his wheel two days before the race and could not get it repaired in time. But he said nothing at all



Giving the Indians a Ride at Independence.

to the officials of the event, not even the handicapper, whom he talked with and who would have made his handicap about fifteen seconds less. Even taking out this provisional handicap, he would have had a full minute to spare before the second man in the race finished. The protest was made against Kelley by a man who is said to have been his enemy. He would not withdraw his protest, and the only thing for the judges to do was to draw up a statement for the information of the referee, who, most unfortunately, was not on the ground at all. He, of course, could not decide except in support of the protest, as all the facts were in favor of its support. But everybody feels that although Kelley was disqualified on a technicality his win was a great one, and that he deserves the credit of a plucky and speedy ride. The question of his strict honesty and fairness in riding a different wheel does not in the least enter into the merits of his ride. Patsy Clark, the time winner, came within four seconds of record. The course was an exceedingly fast one, and was picked out to give the Press Club the ten-mile road record. If such an event is run next year by this club, there will in all probability be a referee on the ground. He was not to blame, but the management of the race should have asked somebody at the starting point to act as referee.

## New American 24-hour Road Record.

WASHINGTON, D. C., Nov. 15.—E. C. Yateman, of this city, finished a ride today in which he broke the American 24-hour road record of 302 miles, held by Spooner. Yateman, on a Rambler, rode 311 miles in 24 hours. Washington riders have made several attempts on this record and the previous best was 297 miles made about a month ago.



## TO REVIVE PROFESSIONAL RACING.

**A Powerful English Syndicate Will Offer Large Purses Next Year—Details of the Scheme—Other English News.**

LONDON, Nov. 4.—The cycling correspondent of a usually well-informed evening paper states to-day that there is every possibility of at least a revival, if not a boom, in professional racing in England next summer. Whether the N. C. U. will take in hand the management remains to be seen; but anyhow, something will be done. A powerful syndicate has been formed in Rochdale, with \$300,000 to play with, and they are building an athletic ground and track which is to compete with Herne Hill. The chief object of the syndicate is the promotion of professional cycling. Liberal prizes will be put up to attract the best men—firsts at \$500, seconds at \$250, and so on. A well-known trainer has been secured, and in addition to competent timekeepers with certified watches, there will be a *resident* time-keeper, so that riders can go for records at the shortest notice. Four well-known amateurs, whose names are withheld, are stated to have signed agreements to compete next year.

The London County Club, it is hinted, will include some races for professionals in its programme for next year.

At the Stanley Show, which will open its doors on the 17th, 353 firms will exhibit, including nearly forty tire firms; 1,400 cycles will be shown. All the side attractions are developing rapidly. The trick-riding competition, the boxing, and the amateur weight-lifting promise to pan out well. Some 300 resolutions, supporting the Stanley policy in regard to the show, have been received from the clubs up to the end of last week, and more are pouring in.

On Monday last A. R. Child and A. McMillan Todd reduced the 100-mile road record for the tandem safety by doing the distance on an out-and-home course in 5:16:24. But for the loosening of a crank on the return journey the riders would have got inside the time for the single safety.

On October 23 A. Pellant rode fifty miles on the road in 2:21:46, which is nearly 3 minutes faster than R. L. Ede's previous best on a single safety in June, 1891. Pellant was paced by Stocks and Burgess on a tandem. After a short stop he attempted to efface Hale's 5:12:00 for the hundred, but cramp intervened and he failed in his object.

Last Tuesday J. W. Stocks, at Herne Hill, attempted without success to lower Linton's recent 100 miles. Stocks gave up at fifty-eight miles, 11 minutes behind Linton's times. On the same day F. T. Bowen went for the hour's tricycle record, getting the two and three mile records, and again getting inside at fifteen, keeping there till twenty-five miles, when he stopped. In the hour Bowen got within 4 seconds of the world's record. His time for twenty-five miles was 1:07:06 3-5—world's record. In the hour he rode 22 miles 640 yards—British record. Echalie's figures in France were 22 miles 848 yards.

### Dress Reform Achieved.

There was quite a little dress parade at Ditton last Sunday. Some eight or ten ladies visited the Angel during the day, wearing rational costumes of various models. One or two were spoken of in terms of praise, but those I saw were very disappointing. A great deal of the effect of a costume depends on the physique of the wearer, and nature had not been kind to some of Sunday's exponents. Nevertheless, the reform is now achieved and I anticipate the adoption of tasteful, rational costumes for cycling will spread rapidly among women in England.

M. A. Holbein is still suffering from a chest injury due to his recent collision with a pacing tandem tricycle when attempting to lower a road record. Holbein's engagement is announced to Miss Constance Fairley, a cousin of C. P. Sisley, of Catford fame.

Edmund Yates, proprietor of *The World*, the weekly society journal, has accepted the vice-presidency of the London County Cycling and Athletic Club. This piece of news will be read with intense surprise by most English wheelmen. Mr. Yates is the accredited author of the most caustic sneer ever uttered against cyclists—"cads on castors"—which was perpetrated in his journal over fifteen years ago, but has never been forgotten. It may be assumed that time has changed Mr. Yates' sentiments, and if this be so the London County Club may be congratulated on securing the influential support of the genial and well-known journalist.

The closing run of the Stanley Club last Saturday, and the monster Bohemian concert given by the club last Tuesday at Cannon Street Hotel, both proved highly successful affairs. Over 800 people were present on the latter occasion, nearly every London club being represented, and the programme included the smartest and brightest talent procurable in the metropolis.

C. W. HARTUNG.

### THE RAMBLER TEAM.

Our insert this week shows the Rambler teams, whose winnings this year ran up into the thousands. The aggregation was divided into two parts—the first and second teams. On the former were Bliss, Taylor, Githens, and Dimberger, and these four traveled over 20,000 miles in three months to attend thirty-five meets on fifty-five different days. That is a remarkable showing. The other team have been scooping in pots in the east. They are all youngsters who have become famous this year. Titus and Brandt belong to the Riverside Wheelmen, New York, and did not start in to race until July. Miller is the crack man of Vineland, N. J., and has made the Philadelphia men hustle for the last two years. The teams are managed by A. L. Atkins.

## CLEVELANDERS ARE ACTIVE.

CLEVELAND, OHIO, Nov. 13.—An arrangement has been perfected in this city whereby the holder of an L. A. W. ticket can save its cost several times over, and it is of use to him every day in the year. To Mr. R. E. Carpenter belongs the credit of originating the plan, and with the assistance of George Ralston, representative, and W. H. Chubb, local consul for Cleveland, who perfected it, it will soon be in operation. A friend of Mr. Carpenter, the proprietor of a well-known restaurant, will make the following reductions upon meals served at his place upon presentation of a League ticket of the current year. Upon a 30, 35, or 40 cent check a rebate of 5 cents will be made. A 45, 50, or 55 cent one will be rebated 10 cents; one for 60, 65, 70, or 75 cents will be rebated 15 cents; one for 80, 85, or 90 cents will be rebated 20 cents, and one for 95 cents or \$1 will be rebated 25 cents. Where a combination of two or more checks reaches a figure over 50 cents, the same rebate will be allowed, and a party of four or more will be given a rebate of 25 per cent. upon their order. The same gentleman is also proprietor of a hotel, and the plan will be put into operation there. Rooms at the latter place which, by the way, are 50 cents, 75 cents, and \$1 per night, will be 50 cents to L. A. W. members. This plan should boom the League, and undoubtedly will when it becomes generally known. Cards setting forth the foregoing will be hung up in the houses of the Lakeside Club and Cleveland Wheel Club, the only L. A. W. clubs in the city.

The first party to be held by the Cleveland Wheel Club at their new clubhouse occurs upon Thursday evening, the 23d. This will be the first of a series to be given at short intervals through the winter.

About ten members of the C. W. C. enjoyed a scorcher to Sandusky and return on Sunday, a distance of about 130 miles.

The Lakesides are very wroth over an article which appeared in the *West Side News* of a recent date, in which their club was referred to as a "kindergarten." The editor of the *Trident*, a Lakeside member, takes occasion to score the writer of the article bitterly in his last issue.

A. H. Perrigo, chief consul, L. A. W., of Nebraska, was in town last week. Mr. Perrigo is a former Cleveland.

The Broadway Wheel Club, which started out last spring with bright prospects and a fair membership, is about ready to give up the fight. Lack of interest is the prime cause.

### Bicker Fooled His Rival.

G. E. Bicker was challenged to ride a 100-mile race over the Elgin-Aurora course, for a \$50 trophy last week. The challenger was J. Perino, an Italian, who thought that he could beat the South Side Cycling Club man. The race was run last Sunday, and it was exciting as far as it lasted. Perino started off at a rattling clip, and the first two miles were done in 7 minutes. The Italian kept up this pace to Addison and succeeded in killing off Spike and Erickson, who accompanied Bicker. The first hill encountered was too much for the Italian, and when he slackened pace Bicker and Osmun seized this opportunity to get away and reached Elgin 15 minutes ahead of Perino. The distance between Chicago and Elgin was negotiated in 2:30:00. Bicker pushed on and was making good time until it began to rain; then he stopped to rest. Perino sent on word that he had had enough, and by mutual agreement the race was called off.

There is a little story behind the challenge, it is said. Of course a girl is mixed up in it. Who ever heard of a romance in which the fair sex did not figure? According to reports, a rival of Bicker's induced the Italian to issue the challenge in the hope of seeing Gus beaten, and thus give him an opportunity to win first place in the young lady's affections. This plan, however, miscarried and Bicker came out of the test with flying colors. Chapter No. 2 of this little romance is eagerly awaited.

### Another Fearful Disease Discovered.

A New Rochelle, N. Y., paper thinks it has discovered a new disease—a bicycle jaw. The disease, it says, is not limited by any conditions of age or sex. Men of hoary locks and maidens of tender years are alike affected. Its marked feature is an incessant wagging of the lower jaw, with a stretching of the mouth at each wag to its utmost limit. The victim, lugubrious of mien, with bent back and discouraged shoulders, rolls along the highway, the vicious snap of his far expanded mouth devouring the empty air as his machine devours distance. He may turn his lack-luster eye upon the landscape or upon the casual passer-by, but no interruption comes to the wiggle-waggle. The passer-by, instead, involuntarily gives him a wider berth, for there is an unpleasant suggestion of cannibalism in the incessant wag, wag of the jaw, while the wide-open mouth involuntarily conveys the impression of plenty of room for the "pound of flesh," and a determination to seize it from the first careless wayfarer.

As this fell disease progresses there is a distinct retrocession in the unfortunate sufferers toward a simian type, the top of the head, which lodges the nobler portion of the brain, gets smaller, the jaws protrude, and the aspect becomes bestial. Especially unfortunate is the member of the fair sex who becomes infected. Her beauty speedily fades. All appearance of refinement vanishes and she seems an escaped inmate of an idiot asylum.

Charles G. Kilpatrick, the one-legged comedian-trickrider and all-round good fellow, kept the members of the Illinois Cycling Club in a remarkably good humor at the club's opening stag last Saturday night. His songs and clog dances were repeatedly encored, and he was kept on the floor for over an hour.



## NEW SPECIES OF THE BRUTE.

**A Chinese Road Hog Runs into and Injures a Denver Lady—A Minister's Wife Advises Him not to Pay Doctor's Bills.**

DENVER, COLO., Nov. 13.—The road hog has been heard from again; this time he made his appearance in the shape of an almond-eyed, heathen "washee" man, who has arrived at the dignity of being the proud possessor of a rattle-trap cart and a knock-kneed creature, which in days gone by was probably known as a horse. This combination of bones, old hickory, and soiled linen was coming down Eighteenth avenue a few evenings since at a pace which surprised the yellow-faced celestial when at the corner of Broadway the nondescript vehicle came into contact with a safety, ridden by Miss May Colagman. The young lady was thrown violently to the ground, her wheel bent into a shapeless mass, and her skirts becoming entangled in the wheels of the cart, she was dragged a block before the grinning heathen on the seat could be induced, by some indignant citizens who pursued him, to come to a halt. The young lady was unconscious when picked up, and has been confined to her bed ever since the accident. Here is one more forcible argument in favor of the abolition of the bothersome skirt as a bicycle costume for ladies.

The above-mentioned heathen Chinese is a Sunday-school boy, taught by the faithful spouse of one of Denver's most popular divines, and when the friends of the injured girl approached the author of the accident with a view to getting a contribution to pay doctor's bills, they were informed that the estimable lady who presides over that interesting Sunday-school class had advised her promising pupil "not to pay a cent," notwithstanding the fact that Miss Colagman is a young lady whom circumstances have compelled to make her own way through life. I wonder from what portion of holy writ this angel of purity selected the text which prompted such counsel.

The Denver Cyclists' Union is confronted with a problem which seems to be causing a good deal of discussion, to say the least. In the annual Decoration Day road race, it has usually happened that dark horses have captured the plums, for the reason that they have been men who did not belong to any cycling organization, consequently there was no way of getting at their true ability as riders and they were too liberally handicapped. For this reason the board of directors decided last summer that in the future every participant in these events must have been a member of "a cycling club or organization" at least ninety days prior to the race. Now the knotty question comes up; will this rule allow L. A. W. members to compete if they are members of no other cycling organization?

The game played between the Denver Wheel Club and Denver Ramblers on the 12th inst. was as interesting and exciting an exhibition of football as the most ardent lover of the game could desire. During the first half the Ramblers showed superior strength and forged steadily ahead, scoring the first touch-down in 15 minutes. The D. W. C. then took the ball and by a series of brilliant plays, chief among which were the powerful charges of Captain Wright and clever runs of Candor, scored a touch-down, placing the score at 4 to 4, and so it stood at the close of the first half. The second half was for blood, both sides working like demons. The Ramblers gradually gained ground, and it looked as though they would make their second touch-down, when King ( Rambler) made a good kick of forty yards; but the ball was skillfully caught by full-back King (D. W. C.) and then came the killing play of the game, for, exerting all his strength in one mighty effort, he sent the sphere flying nearly the entire length of the field toward the Ramblers' goal. That settled it. The Ramblers lost heart, and by sheer brute force the D. W. C. gradually forced the ball over the goal, scoring the second touch-down, and placing the score 8 to 4 in favor of the D. W. C. Only 5 minutes playing followed, in which neither side gained any advantage.

"BELMONT."

### Football Crazy in Philadelphia.

PHILADELPHIA, PA., Nov. 13.—The bicycle show has held every one's attention until this week and now every one is excited over the coming football match between the Century Wheelmen and Park Avenue Wheelmen. The former club has always stood high in athletic sports of all sorts and has a fine football team. Last year the game between it and the P. & W. resulted in a tie, neither side scoring, and this year the game is to be played off on November 18. As a result the excitement is at fever heat, both clubs standing very high in this city. The betting is even and a large amount has already been wagered. Both teams are hard at work and the contest promises to be a battle royal.

### No Black in Theirs.

At a meeting held at the clubhouse of the Savannah Wheelman on November 2, the important decision was rendered not to allow the colored cyclists to have the use of the cement track. The rooms were filled with members and stockholders, and Mr. Wilson, the leader of the opposition, spoke for nearly an hour. The application of the colored cyclists was thrown out by a unanimous vote. If the negroes were allowed to have the track the club would have been torn with dissensions and the general cause would have been hurt to a great extent.

C. G. Petticord, the Pittsburg rider, failed in his attempt to break the American 24-hour road record on a straightaway course from La Fayette, Ind., to a point in Ohio. He met with an accident. Petticord will try for the New York-to-Chicago record next season.

## MILWAUKEE HAPPENINGS.

MILWAUKEE, WIS., Nov. 15.—The Telegram Club, under whose colors Sanger rode, which caused it to become well known throughout the country, and which was disbanded shortly after the club expelled Sanger for failing to ride at its race meet, is and will remain dead. There is not the slightest hope of reorganizing the club. The lease for the clubhouse on Broadway

has been surrendered and the affairs of the club wound up in the easiest way. And right here is another hitch that is causing some of the members of the club to circulate mysterious rumors. In fact, the Telegram Club, which has always boasted of its membership, has never had more than half-a-dozen members who had any "say" in the affairs of the club. When Sanger was expelled, which was not without cause, everything began to go wrong. To cap the climax, the Sercombe-Bolte Co., which started the club, failed. It did not take long for the Telegram Club to become a thing of the past. A committee was appointed to dispose of the furniture belonging to the organization, which was worth several hundred dollars. This was some time ago. As near as can



A. CRESSY MORRISON.

be learned, the furniture was sold. Several members of the club have been asking what was done with the money that was received from the sale. It is also said that there was something in the treasury when the club disbanded. There were but few debts to pay. The members have been trying to get a statement of the club's affairs and have been in hopes that a final meeting would be called to "settle up," but those who had charge of closing up the affairs of the club have given no notification to that effect. One of the members, a prominent wheelman of the city, made the flat assertion the other day that although he had tried to get facts about the closing up of the club's affairs, he knew no more now than he did before he started. It has been openly hinted that "dars a nigger in de woodpile, somehow."

Fenton S. Fox, well known among riders in the northwest, is now living in Green Bay, Wis., where he is doing newspaper work on one of the daily papers. Fox ought to be able to make a howling success of it.

### Had Enough of Indoor Meets.

Milwaukee will not have indoor racing during the coming winter. Nobody seems to be anxious to risk any capital for such an undertaking. William Lachmeier and Walter Nicholson have spoken of building a track at the exposition building, but have given up the idea. None of the local clubs will build one. Last year the Wheelmen built a track at the exposition building at the cost of \$600, and up to Thanksgiving Day made money. Then the club became ambitious, planned a big meet during the holiday week, and lost all it had made and more besides. This knocked the indoor business out of the Wheelmen. The track was torn up during the Mills' revival meetings that were held at the exposition during the summer.

On last Saturday the Mercury Club held a "hard-time smoker." The affair was attended by about sixty-five members, all of whom were tough sights. Quite an audience of outsiders was admitted to the hall and had no end of fun. The first prize, for the toughest "mug," was awarded to Otto Thieme, whose make-up was that of a tramp who was not particular about water. His prize was a pair of statuettes. Thomas Neville and Joseph Wallstein represented two tramps "hittin' de can," and were awarded second and third prizes. The party had their pictures taken. Several police officers stopped members going to the clubhouse, mistaking them for bicycle thieves. They, however, soon convinced the officers of their mistake.

The reception and dancing party of the Milwaukee Wheelmen, given at Recreation Hall on last Wednesday, was the society event of this season. The dance was attended by some of the best-known young people in the city. The hall was handsomely decorated with flowers; the music was fine. The grand march was led by T. E. Hutchings and Miss Daisy Folsom, Frederick Schroeder and wife, and Martin Patitz and Miss M. Schroeder. Refreshments were served at 11 o'clock. The programme was very unique and represented a wheel, each spoke of which denoted a dance.

The election of officers of the Wisconsin division, L. A. W., is now on, and the result will be announced tomorrow. A. C. Morrison, of this city, is the only candidate for chief consul, and Martin Rotier, also of this city, for secretary.

F. Kanaska, the cash prize rider, is the only local man of the several who joined the N. C. A., who is living on the prizes he made. Kanaska expects to have an easy winter of it. Recently W. C. Bryan, athletic director of the University of Pennsylvania, offered to take charge of him. The eastern man predicts that Kanaska is the champion cash prize rider.





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GEO. K. BARRETT, EDITOR.

## ZIMMERMAN ACQUITTED.

The second batch of letters between the L. A. W. Racing Board and the general committee of the N. C. U. has at last been published. The incident that was provocative of so much international correspondence has almost been forgotten so little has it been mentioned of late. It will be remembered that when Zimmerman went to England last summer he was refused more than a conditional license by the N. C. U., and that that body later preferred charges against him and tried to force the L. A. W. to allow them to try the champion, a thing which the Americans would not hear of at all, telling the Britons in no uncertain language that they insisted on passing on the amateur status of their own men. The N. C. U. had nothing left to do but to accept this ultimatum with the best possible grace. In the latest correspondence the Racing Board announces that the charges against Zimmerman have been unanimously dismissed and include his answers to them, which follow:

MR. HOWARD E. RAYMOND, Chairman Racing Board League American Wheelmen:

Dear Sir: In answer to the charges presented to your board against me, I beg leave to answer the same as follows:

Charge 1. "That 200 shares in the Raleigh company were allotted to you at 'par' when those shares were at a 'premium.'"

In answer to this charge I will say that in July, 1892, when I was in England, Mr. Bowden, the manager of the Raleigh Cycle Co., said that if at any time I would like to take up shares in the Raleigh Cycle Co., not exceeding 400, he would get his directors to allot them to me. This was but seven months after the company had started and I know of no quotation of the stock and believe that it was not then quoted in any of the papers, nor was I aware of any when I sent the £200 for the shares. This offer was repeated to me later by Mr. Bowden in America, and I agreed to take some shares, the number not being settled. These shares were purchased by me as a permanent investment and not as a speculation. I had no positive knowledge of their value, but accepted the prospectus of the company, which I had read, and Mr. Bowden's assurance that the company was all right.

I am informed that the books of the Raleigh Cycle Co. will show that prior to the issuance of my shares, and also since then, that ordinary shares of the company similar to mine have been issued to other persons at par.

The statement of the secretary of the company, marked Document No. 1, is submitted herewith as further proof of this statement.

Charge 2. "That the Raleigh Cycle Co. are paying you the whole of the profits from the advertisements in and the sale of a book published by them entitled 'Zimmerman on Training and Points for Cyclists,' as a return for always having ridden the Raleigh (see advs. *Bicycling News*, July 8.)"

In reply to this charge, I beg to say that it is not true that the Raleigh Cycle Co. are publishing a book called "Zimmerman on Training and Points for Cyclists."

I am publishing such a book in both England and America. The advertisements for the American edition were canvassed for by myself personally, and Mr. McDermott canvassed the cycle trade in England for advertisements in both editions.

The contracts were made with me and the original contracts, so far as written contracts were made, are herewith submitted marked Document No. 2. I hope the book will be a profitable speculation, and I am to take the

whole profits should it prove so, not as a return for riding any wheel, but exactly the same as any other person who publishes a book.

Charge 3. "That Mr. F. Bowden on behalf of the Raleigh company presented you with diamonds valued at \$100."

It is true that Mr. Frank Bowden presented me with a diamond ring and a diamond pin on the last day that I was in England, but I have never had them appraised nor asked him how much he paid for them, and am not qualified to give their value. I am surprised at this charge in view of the fact that so many presentations have been made, both before and since Mr. Bowden gave me the diamonds, without any action or comment by the N. C. U.

Among them I would cite the fact of the presentation by the Raleigh Cycle Co. to me, directly after my arrival in England in 1892, of a valuable watch pendent (called the Raleigh medal) studded with diamonds which I wore continually while at Herne Hill during the season and which was fully illustrated and described in many of the English cycling papers, and therefore must have been well known to all the officials of N. C. U. Also the presentation by the Coventry Machinists' Co. to Mr. Holbein of a valuable watch at a dinner at which Mr. Swindly, an official of the N. C. U., was present, an account of which is submitted herewith which appeared in the *Cyclist* and published by Mr. Sturme, another official of the N. C. U. Also the recent case of the presentation by Mr. Palmer to Messrs. Shorland and Bidlake of diamonds given in recognition of the wonderful work on the Palmer tire. Neither I believe was any adverse comment ever made upon the advertisement of the Raleigh company that they would give other medals and bicycles to successful riders on their machines. In accepting the diamonds as above, I was not aware that I had infringed any rule of the L. A. W. or N. C. U., and after again studying their laws, I am still of the same opinion; but should the Racing Board decide that the acceptance of the diamonds was an infringement of any rule I am willing to return them.

Charge 4. "They also wish to know whether there is any truth in the statement which has been made to them that you, or Mr. McDermott on your behalf, stipulated that there should be a mile scratch race for a prize of a diamond ring, value of £10 10s. 0d., introduced into the programme when you went to race in Ireland and that you made the introduction of such a race a condition of your competing."

As to this charge I would say that it is without foundation. The statement of the *Irish Cyclist* attached herewith, marked No. 4, shows the true statement of the facts in this matter. I also submit the letters from Mr. James Garland, the secretary of the Irish Cyclers' Association, which also show that there is no truth in the charge. A letter has been sent to Mr. Garland asking for a copy of Mr. McDermott's replies to them, but up to this date no answer has been received.

A. A. ZIMMERMAN.

This letter was acknowledged before a notary.

The entire correspondence is of a spicy nature, and to Americans it seems that we have all the best of the argument. The N. C. U. state, however, that they reserve the right to accept or not the decision of the L. A. W. Racing Board, in so far as it may affect Zimmerman in England should he ever wish to ride again under their rules, according as the justice of the decision agrees, in their opinion, with the evidence. What they will do in the matter now will be interesting, although it will in no way affect Zim in this country, or anywhere outside of England, where he vows that he will never again race under any circumstances. It will look small, to say the least, for the N. C. U. not to accept the decision of the L. A. W. and let the matter drop. They can gain nothing by following any other course. But the workings of that body are of such a strange and illogical nature that no one knows what to expect from them.

## LET US GO INTO POLITICS.

Shall the wheelmen of the country dabble in politics is a question that has been often asked. If we can be of service to ourselves as a good portion of those for whom the laws are made, the answer is most assuredly yes. There is one thing at least in which every rider of a bicycle is interested, and that is no less a question than the protection of his silent steed from the attention of the ubiquitous cycle thief. Cycle stealing is increasing to an alarming state. A wheel is the easiest thing in the world to steal and the hardest thing in the world to recover. In the eyes of the law in this state and most other states it is no more of a crime to steal a bicycle than to appropriate any other kind of property. A horse is more difficult to get away with and easier to recover than a bicycle, and yet by special enactment in this state and in all states, we believe, the theft of a horse is punishable by far more severe penalties than those inflicted in ordinary grand larceny cases, and this for the sole reason that the horse is so easily stolen. Is there any reason, then, that the theft of a bicycle, which offers even more tempting opportunities to the thief, should not be punished by equally great or even greater penalties than in the case of horse stealing. In this state the minimum penalty for horse stealing is three years in the penitentiary, while for grand larceny (under which head the theft of a bicycle comes) the penalty is one year in the penitentiary.

It is a noteworthy fact that horse stealing is a comparatively uncommon offense and the only reason is the fact that the punishment for the crime is so severe. A certainty of three years in the penitentiary, with a possibility of twenty, is the prospect that the horse thief has before him if caught. Here, then, is a chance where those among the wheelmen who favor going into politics can make themselves particularly useful. Organize the riders and demand of the state legislators the passage of a bill providing a penalty



at least as great as that provided for horse stealing, and a good work will be done. In asking for such a law, no unreasonable request would be made, and no lawmaker would have a reasonable excuse for refusing to vote for it.

## STRAY SHOTS.

### Arsenic Will Help Your Wind.

Be it known that arsenic, that terrible poison so wickedly used by Lucretia Borgia, is good for a racing man. We do not mean to say that it should be eaten as freely as the oatmeal so eagerly devoured at all times by the modern crack, but still a little now and then is relished by the best of wheelmen. We would not swear to this fact, but go upon the testimony of a celebrated French physician. This learned gentleman says that the poison, if carefully used, will be of great aid to all athletes, especially those who devote all their time and energy to pushing pedals. Arsenic, or rather arsenic acid, is an odorless product, almost tasteless. It has the singular property of disorganizing the living and preserving the dead tissues. In the first place it acts like a hot iron; in the second, like phenal, and bodies buried in arsenic ground are almost indefinitely preserved. This physician says that while a large dose of arsenic will destroy, smaller doses will stimulate the appetite, aid digestion, and make the muscles pliable. Professors Gluber and Germain recognize it as a real moderator of nutrition; it is a saving element.

According to the physician, arsenic is the best of stimulants, and is a regulator of the cardiac and respiratory functions. It regulates the proximate principles of the blood in a way that has not yet been explained by medical science. The peasants of southern Austria and Styria, and the inhabitants of the Tyrol, eat arsenic to give them strength to travel over the mountains. They become so accustomed to its use that they can eat twenty grammes—enough to kill two men. They give the poison to their cattle and horses to make them sleek and plump; it also makes the horses breathe more freely.

Now that we have described the poison we will proceed to tell the racing man who is foolhardy enough to want to test the prescription, how to use it without danger. The doctor advises the use of arsenic for all wheelmen. It should be taken under the form of arsenite of soda, in doses of one millegramme only. Take a dose of this size once a day for a month; then increase it to two daily. The poison should never be taken in larger quantities. The effect produced, says the scientific foreigner, will not be immediate, but will be felt in fifteen days. One word of warning is added—first consult your physician or druggist. You will be surprised at the wonderful effects produced by the poison.

### Johnson's Records Should be Accepted.

"Will Johnson's records be accepted?" is the question one hears on all sides now that the plucky little westerner has turned the record table topsy-turvy. The Racing Board can not very well refuse to accept all records under a mile, but whether the mile will be accepted is a debatable question. J. M. Erwin, western member of the Racing Board, reviewing Johnson's records in the *Chicago Record*, says: "The horse was used at Independence in the mile trials for the reason that with only one quadruplet and one triplet it was a necessity for a portion of the distance. The board will be urged to accept the records partly upon this explanation and largely upon the ground that all new and fair methods of accelerating speed should be encouraged. If the board rejects them, or if it accepts and places them in a special column, still giving preference to Windle's records, in securing which only triplets were used, it will do so very likely with the view of discouraging a process which is considered foreign to the cycle track." From this it would appear that one member of Chairman Raymond's committee is in favor of placing the records in a special column. Even if the board does this, Johnson will have the satisfaction of knowing that he has ridden the fastest mile ever made by a man on a bicycle, and the people will give him the credit for it. He made the time claimed fairly and squarely, and Windle's name should be rubbed out and Johnson's put in its place.

### French Racing Men Fight.

Just fancy two racing men fighting because one of them charged the other with being guilty of the awful crime of inducing another racing man to force the pace! And yet such a thing occurred in France lately. It was in the fifty-kilometer tricycle race at Paris. All the cracks were present and Piquet had been setting a slow pace. Medinger had broken his chain and was changing machines, when Reboul commenced to sprint, notwithstanding Piquet's efforts to stop him. Medinger became furious, and jumping from his machine attacked Charron, another noted racing man, and accused him of coaching Reboul and forcing the sprint. For a few minutes there was a lively set-to and finally friends interfered and separated the combatants. While the fight was going on Gaby quietly won the race in 1:36:33 3-5. Charron brought Medinger before the judges of the U. V. F., and he has been debarred from riding in the first six races of 1894.

### Made Love to the Madam.

One fireside has been made desolate by a bicycle. The story reads like a scene from a novel where the coachman elopes with his employer's wife. It all happened in Paris. Madame B., a charming brunette, was desirous of learning to ride a bicycle. Her husband was one of those indulgent chaps who never deny their wives anything, and no sooner had she expressed the

wish than he had hired a teacher. Madame rapidly became an expert, but the teacher was so polite and so handsome that she continued the lessons. Besides being a master of his art, the teacher was quite proficient in the art of love-making, and it was not long before the two excited the suspicions of hubby, who, after an investigation, brought the pair before a police justice. Eight days in prison was the sentence passed by the judge.

### A French Romance.

The attic of Madeline is poorly furnished. Under the dormer window stands a pot containing a withered plant, and a shadow of a chimney is seen upon the bare floor. Madeline's back is turned toward us; the noble girl is uneasy for the future, and runs her sewing-machine from dawn until twilight. Doubtless this regular routine is good for her. She coughs very seldom now. How hard she works! And fearful of disturbing her we approach quietly, and we see at once that she deceives us. She is not working! With bent body, stiff arms grasping the table, she pays no attention to the broken thread and needle. She only watches the motion of her legs. Intoxicated with speed, made dizzy by the humming wheel, she works and becomes heated. And Madeline goes through this violent exercise so she will not be too awkward next Sunday when her friend is to give her a first lesson on the bicycle.—*Journal des Velocipedistes.*

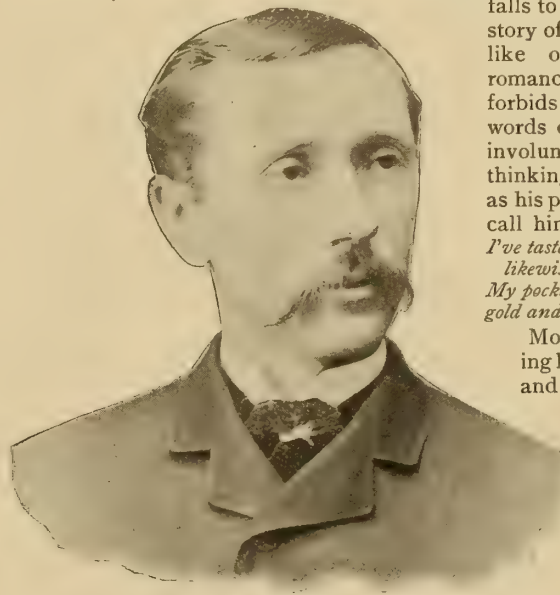
### E. W. MOULTON.

The man whose likeness is seen on this page has for more than eighteen years followed the uncertain life of a professional athlete and a trainer of athletes, and has experienced more of the ups and downs of life than often

falls to the lot of man. The story of his life would read like one of the wildest romances. Space, however, forbids its recital here. The words of the old song come involuntarily to one in thinking of "Dad" Moulton, as his proteges affectionately call him.

*I've tasted of the ups of life and  
likewise of its downs,  
My pocket sometimes held bright  
gold and sometimes only browns.*

Moulton began a sporting life as a sprint runner, and for six long years held the championship of America at 100 and 125 yards. After this he turned his attention to training and brought out men whose names are



E. W. MOULTON.

familiar to every one who keeps posted on runners. Among them were such men as H. M. Johnson, M. K. Kittleman, and John Collins. He has had charge of no less than eighteen volunteer hose teams, every one of which has won first prizes in open tournaments. Later on he turned his attention to bicycle riders, and for some time had charge of a team of professional women riders. During the summer of 1893 he was the trainer of the Chicago Cycling Club, in which position he acquitted himself with great credit. At the present time he has charge of the football team of the University of Michigan at Ann Arbor, which, however, is not the first football team of which he has had charge.

He has made a careful study of the art of conditioning men, and has had every opportunity to acquaint himself with the results of all kinds of training, and has benefited thereby. He will in all probability be in charge of a team of amateur wheelmen next season.

### Why the Cracks Are Equal.

It is curious to note the leveling-down (or up) process that has taken place among cyclists of late years, says the *Irish Cyclist*. In the earlier eighties, when much less was understood about such fine points as ankle action, proper adjustment of saddle, etc., than is the case now, cyclists depended far more on sheer natural strength than on skill, and consequently the powerful rider carried all before him. Now, however, every cyclist worth his salt knows how to pick a machine suitable to his personal peculiarities, to adjust it exactly right, and to cultivate style and skill above everything; and thus the general crowd of riders have come much nearer to one another in their powers.

There were three closely contested bicycle races at Wabash, Ind., last Friday between John Summerland, of Wabash, and W. E. Rudy, of Lima, Ohio. Summerland won the quarter, half, and mile races. His time in the mile race was 2:25.

Cycling has reached New Caledonia and a track is now being constructed at Noumea.





**HE** is a familiar friend, an old acquaintance—the fellow who doesn't ride and who has a mania for appearing to be interested in cycling and of wanting to know all about it. He'll ask if you are still riding—a "bike," he calls it. You say yes. Then he'll ask if you really do not think the stooping over position injures the lungs, and when you say NO, he says, oh, he didn't know, but he read somewhere that bicycle

riding is bad for the kidneys; and when you show him the authorities, he says he was only asking for information. Then he wants to know what the best wheel is, and when you tell him, he asks what kind you've got. Then he wants to know why they don't ride those big bicycles any more, and if it is really a fact that the thick tires he sees on the streets are really filled with wind or is it only a joke.

When you've satisfied him in that particular, he asks if Zimmerman is still riding and wonders how a man can go so fast as he sees fellows going with those big tires on their wheels, which must be very heavy. You tell him they are as light as cork and he gapes with surprise.

Then he simpers like a driveling idiot and wonders if he could ride if he got a wheel and whether you could teach him. Then he asks how much the best wheels cost. You tell him \$160 or \$250. My, that's awful dear! Couldn't you get a reduction. No; couldn't for love or money.

Then he says he doesn't think he'll learn to ride this year anyhow. Thinks he'll take to horseback riding; and you heartily wish he had taken to horseback riding years and years before he crossed your path, and had continued on and on in an opposite direction up to date.

But this particular order of insect will go on buzzing, I presume, until some one slaps him down forever and ever, amen.

#### Doesn't Want Much.

There are a few things The Idler would like to see. He would like to see:

A century club that would do more centuries and less talking.

A chief consul who would fall in line with the ideas of the country member who comes to town once a year.

That boulevard improvement along the Desplaines river in a state of construction.

The amateur question in a fair way of being settled.

The pneumatic tire that will not puncture when ridden over tacks.

The next president of the League of American Wheelmen.

The bicycle which is really not the best on the market.

The crank well dead and buried who insists on telling you the details of all the runs he makes.

The editors of cycle papers stop editorializing on what to do when you go riding in winter.

The road hog question adjusted.

Some final decision in the matter of gear and speed.

Johnson doing a mile in one minute or under.

And himself freed from the necessity of writing things like these when his liver is out of order and he feels more dead than alive.

#### To John S. Johnson.

*Ride on, O lithe-limbed, speedy John!  
O record-breaking John, ride on!  
Push horse and man before thy pace,  
Annihilating time and space;  
Stop not to see the seconds fly  
From records as thou pass'st them by.  
As chips beneath the woodman's stroke  
They fall athwart thy whirling spoke;  
As leaves in autumn dead and dun  
They drop behind thee one by one.  
A heart of oak, a leg of steel,  
Lungs strong as leather; toe and heel  
As shuttles nimble; grit and will  
To dare and do though slandered still—  
With friends like these, what foe can reach  
Thy glory with his little speech?  
What power can stay thy sweep of limb?  
What lie can speed beside the rim  
Of the light wheel thou ridest on,  
O matchless, greatest, premier John!*

#### Safe at Last.

In a recent issue of one of the English cycling papers appears the important announcement that G. Lacy Hillier confesses that he was wrong about the pneumatic tire, and acknowledges that that device "will do."

It appears from the context that Hillier opposed the pneumatic quite

fiercely when it was first introduced, and predicted that it would "never do."

Let us be thankful that Hillier has decided to place the pneumatic tire at last upon a safe basis. For four years the world of cycling has been in doubt about the invention. All of us, whenever we had occasion to ride a wheel with air tires, have felt that we were doing so with much compunction (if not compuncture), and we have ever done so under protest.

We have felt that we were doing a grave wrong to Hillier's wise discrimination and nice judgment, and we have always intended to write him an apology; but what with one thing and another we forgot it.

But now all this is changed. We may ride the pneumatic now in the perfect assurance that we do no wrong, backed up, as we are, by so strong an opinion as that of Hillier.

We realize that we should never have ridden a pneumatic pending Hillier's final decision; we admire and respect Hillier more than we ever did. And we will give \$4 to any subscriber, native or foreign born, who will tell us, by the next mail, just who and what Hillier is and what he knows about it anyhow.

#### Anything but That.

They were sitting hand in hand on the sofa, young, happy, foolish, engaged. As the hours sped by on the swift wings of love they spoke of the future when, as man and wife, they should climb the hill of life together.

The pale moon silvered the trees on the boulevard and no sound smote the ear save the cracked strains of the salvation army cornetist as he played in fitful starts, "I f-o-u-n-d her f-ai-thless, a-a-after the ball."

"And will you always love me as now, Henry?" she whispered in accents so low as to be almost inaudible.

"I will, dearest," he replied, tightening his grip on her waist.

"And will you always bear with my little faults and failings and forgive your child-wife everything she does?"

"My angel, how can you ask me?"



"And when the biscuits are hard you will not get angry?"

"Angry with you, my darling!"

"And when mamma comes to stop with us for a couple of years you will not show that you are displeased, dear, will you?"

The brow of young Henry clouded for a moment and his monkey-wrench hold on the slim waist relaxed. For the first time during that long, long sit-down did he manifest any uneasiness. But he conquered his feeling, screwed up the wrench again, and said:

"No, my idol, I will do anything for your sake."

The young woman started suddenly, as though a hideous idea had given her a bat on the side of the head.

"Dearest Henry," she said, in an insinuating, serpentine fashion, snuggling closer up to his rugged form, "I have one more request to make. When we are married, dear, will you mend my pneumatic tire?"

Henry leaped from the sofa, flung the girl from him to the floor, and strode violently out of the house—out into the dark night, and out into the cold cruel world—a wrecked man.

#### Used to It.

Place—Gallery of theater during third act. Everybody on backs of seats.

FIRST SPEAKER: "How can you sit there so comfortably, while I am nearly cut in half on this back?"

SECOND SPEAKER: "Don't bother me! I think it must have been that racing saddle I have; this is a bed of roses to it, on a long scorch."



## A JOLLY "GARDEN" PARTY.

**Chicago Cyclists Bid Farewell to the Father of the Pullman Road Race—Speeches and Toasts—The Guests.**

The farewell supper tendered R. D. Garden last Saturday evening at the Grand Pacific Hotel was a delightfully informal affair, and was thoroughly enjoyed by all of the forty odd wheelmen who participated in it. Mr. Garden came to Chicago in the fall of 1886 to see to the closing of the store of the Pope Mfg. Co., which had been managed by Major Durrell, who had endeared himself to the hearts of the little body of hardy riders who composed the nucleus of the great army of wheelmen of which the city boasts today. After Mr. Garden had been here for a short time he wrote east recommending that the store be kept open. His advice was followed and he was put in charge of the store, a position which he held until this spring, when he took charge of the World's Fair exhibit.

From the first he was popular among the wheelmen, and without prejudice to any other man it may safely be asserted that there is no one who has ever done so much for wheeling in Chicago. He has always been a hard and an enthusiastic worker. He originated the Pullman road race, now the greatest event in cycle racing in the world, and has been prominent in every move for the good of the sport or trade in this city while he has been a resident of it. It is natural, then, that the wheelmen of the city should regret his departure for Hartford even though it be in the nature of advancement for him, and not strange that they should wish to say good-by over the board of good fellowship to make the parting as little mournful as possible.

After a substantial repast had been disposed of, Toastmaster Brewster opened the evening's programme, which was most enjoyable all through, the toasts being few in number and interspersed with musical numbers, not the least enjoyable of which was the singing of Miss Mary Garden, the daughter of the guest of the evening. C. E. Randall, in answering to the toast "Our Guest," told of the love with which the wheelmen of Chicago regarded Mr. Garden, and closed his remarks by presenting him with a handsome gold watch as a token of remembrance from his many Chicago friends.

Mr. Randall said: "Seven years ago a gentleman came to the city to take the place of one who was near the hearts of what I might call the 'old brigade,' and who was suddenly removed by death. Some said that the newcomer would not catch on with the boys as his predecessor had done. He rode a wheel, but he did it quietly and did not push himself to the front. But he soon became a friend to all wheelmen, and it is to him that we owe what is perhaps the greatest race in the world—the Pullman road race. In all our councils in regard to cycling his voice has been listened to with respect and attention, and when called for, his advice was always courteously and kindly given for the best interests of wheelmen.

"The gentleman is about to leave us—we hope not for all time—to take up a position in a different part of the country, and it seems fitting and appropriate that the cyclists of the town should give him a little bit of a send-off. We have thought it best to invite the cyclists who have known him for years, and some who have known him only a few months, to kindly assist in purchasing a small present as a slight token of our appreciation and esteem of the gentleman. I think you all feel with me that he will remember us by this slight token with as much pleasure as we will remember him in the future. Mr. Garden, allow me to present to you this watch, also this lounge and chair, as a token of our regard toward you."

After this the guests rose and sang "He's a Jolly Good Fellow," and then Mr. Garden in well chosen words spoke feelingly of the pain it gave him to leave the city, and recalled many reminiscences of the days of lang syne, and finally touched on the present. He was repeatedly applauded. The merrymaking continued until the wee sma' hours, and everyone left vowing that it was the most enjoyable function that cycling had ever seen. The following were present:

H. R. Winship,	J. R. Dunn,	T. F. Sheridan,
B. F. White,	J. P. Walters,	R. D. Garden.
William Herrick,	E. C. Bode,	H. G. Rouse,
W. F. Cameron,	F. H. Tuttle,	N. E. Turgeon,
Robert Lennie,	W. C. Anderson,	F. Ingalls,
W. M. Brewster,	Dr. J. C. Wachter,	J. M. Erwin,
F. Ingalls,	H. Mayer,	M. O'Brien,
W. R. Walpole,	Charles Seig,	M. Kane,
M. J. Budlong,	John Palmer,	W. Flinn,
George Thorne,	H. A. Githens,	H. Lumsden,
H. B. Hanford,	George K. Barrett,	N. H. Van Sicklen,
C. E. Randall,	John Mason,	George Mason,
R. M. Jaffray,	S. A. Miles,	Frank Lawson,
W. Schaffer,	George Denison,	H. H. Lambton,
M. A. Hosford.		

### Bliss and Dirnberger Break Records.

NASHVILLE, TENN., Nov. 15.—At West Side Park this afternoon Dirnberger and Bliss broke two of Johnson's records. Dirnberger covered 100 yards, flying start, in :05 flat. The record heretofore was :05 2-5. Bliss rode 100 yards, standing start, in :08 4-5. The previous record was :09 1-5. Bliss covered one-eighth of a mile, standing start, in :16 4-5. The previous record was :17 1-5.

The French hairdressers are pleased. One of their principal journals has organized a seventy-five-mile road race for next spring. Only hairdressers can take part.

## SANGER SEVERELY INJURED.

A telegram received from Milwaukee states that W. C. Sanger met with a severe accident at Waukesha last Monday. The famous racing man was exploring an old mill near the watering place and fell from a platform. A projecting nail caught him in the groin, tearing out considerable flesh. Sanger is likely to be confined to his bed for some time.

### Exciting Times in Michigan.

DETROIT, MICH., Nov. 11.—It may interest wheelmen to know that in the late election both the candidates who announced their intentions of befriending cyclists were elected. Mayor Pingree, the republican, was placed by about 6,000 majority; while Congressman Levi F. Griffin was the only democrat elected, and he had nearly 2,000 majority. That the wheelmen cut an important figure in this election is clearly demonstrated by the results. It now remains to be seen how the successful candidates will carry out their promises to the wheelmen.

The hottest League campaign ever waged in this division is drawing to a close, in so far as the voting is concerned; but knowing ones say that the end is not yet. There are three tickets in the field, headed by R. G. Steele, of St. Johns, Herman J. Gute, Detroit, and A. H. Griffith. Previous to the printing of the official ballots Gute's friends discovered that "Griff" was not a League member, and a protest was properly filed with Chief Consul Bresler, requesting that Griffith's name be left off the ballots. Bresler did not sustain this protest, and Griffith's name went on. The candidate for vice consul on the "Griff" ticket is C. L. Westover, who is also not a League member, and whose failure to renew was not discovered in time to obtain membership for him before the polls closed. Both Steele and Gute, it is claimed, will fight "Griff's" claims on the grounds that ballots cast for him before October 27 (the date he became a member) are not valid, and will have to be thrown out by the returning board. The matter has been placed before President Burdett, who in turn has referred it to the rights and privileges committee, and has promised to place a decision in the hands of Gute's friends before the meeting of the returning board at Lansing, on the 22d inst.

Steele, who heads the official ticket, will in all probability be the successful man, as the split on the two Detroit candidates leaves the state, which is jealous of the metropolis, with Steele. Gute has done no canvassing for votes outside the city and very little inside. He says that voters should not be influenced by personal solicitation, and has practiced what he preaches. Steele has been in every town with a half-dozen L. A. W. members, while Griffith's friends have done the same. All the ballots but two are said to be in the hands of Chairman Metzger.

### Cycling in Austria.

The sport is flourishing in the domain of Emperor Francis Joseph, and the past year has added many new recruits to the ranks. Especially in Vienna is the wheel becoming a favorite, court officials, lawyers, and manufacturers using the bicycle daily. One attorney makes all his journeys to the courts on his wheel, and is now organizing a lawyers' cycling club. Cycling organizations are on the increase, and some of the Viennese swells are numbered among the memberships. Ladies, too, are becoming enthusiastic. At the Orpheum, Gouget, champion unicycle rider, exhibits his acrobatic feats to large crowds, and at one of the theaters "The Cyclists of Piazelshausen" draws large crowds. The mayor of Vienna and the famous Doctor Richter are the latest converts.

Although the racing season is over, there have been several races lately. A woman's race was run at Langendois, and was won by Mlle. Schrieber, who rode 2,000 meters (1 mile 1,282 feet) in 7:11. A 125-mile road race was run in 11:10:00.

### Meintjes Sails for Home.

L. S. Meintjes has sailed from England for his home in South Africa. Before sailing he said that as he was desirous of remaining a pure amateur, he would conclude his racing career. He says his trip has cost him \$3,500 and that it would take a millionaire to be a first-rater and yet remain a simon pure. Meintjes favors Class B and thinks that Americans have a better racing position than Britishers.

### A Tandem Mile in 2:03 1-5.

Fournier and Girardin, on a tandem, have beaten the world's record, for that type of machines, making this distance in 2:03 1-5, 2 2-6 seconds better than the tandem record of Osmond and Merry. Fournier again tied the same record with Verheyen, the German racer, and made the same time.

### Chicago Will be Represented.

Should the international championships be held in England next season it is not unlikely that a party of Chicagoans will cross the water. Several leading Chicago riders are quietly gathering names of possible members of the party and data regarding expenses, etc.

### Lesna's Record Rejected.

The Union Velocipedique de France has refused to accept the 24-hour record made by Lesna, who claims to have ridden 433 miles in that time. The union says that the record was not properly made.

Charron, manager of the Humber Co. in France, challenges any French foreign racer to run from one to fifty kilometers (3,281 feet to 31 miles) upon a tricycle against Gaby, the tricycle champion of France.



## THE REVIVAL OF THE COUNTRY INN.

An article originally published in one of the Boston dailies, relating how great a hole the general use of bicycles had made in the profits of liverymen, and how greatly the same thing had increased the patronage and profits of the small inns in the neighborhood of the New England metropolis, has for some time been going the rounds of the newspapers of the country and has been copied in a number of the cycling journals. Following closely on this news, an article from the pen of a Frenchman, Francisque Sarcey, in the latest number of the *Cosmopolitan Magazine*, is especially interesting. The writer says:

"You may think the opening of a velodrome in Paris an event of very slight import, but little facts are often pregnant with far-reaching results; they are symptoms of a curious revolution among the masses.

"As a child I witnessed the inauguration of the first horse races on the Champ de Mars. The ceremonies had nothing very imposing. People saw in them only an amusement—the word sport had not yet become French—for the use of a few club men desirous of putting on *chic*. The importers of this diversion did not at all suspect that they were implanting in France a new mode of gambling which was to replace roulette, seize upon the lower Parisian bourgeoisie, invade the ranks of the working classes, sow in every heart a desire for easily won money, undermine habits of honest labor—in short, produce evil results of incalculable magnitude.

"No one can today see what effects this passion for bicycling may have on the Parisian character and habits; all heads in Paris, in the provinces, and, if we were to believe reports, in the whole of our old Europe, are turned by it; its influence is already enormous, and it is sure to introduce a revolution in our mode of living.

"What! so small a machine bring on a revolution. Certainly. The first man who brought from America a grape-vine infected with phylloxera would doubtless have shrugged his shoulders if told that the wretched little insect, invisible to the naked eye, lurking within its roots, was to destroy thousands of millions of French property and modify our national character, by submitting for the wine that had been the beverage of our fathers, German beer and all the varieties of alcoholic drinks.

"The bicycle will prove, I imagine, the phylloxera of suburban railway trains. Around Paris, as about all great capitals, have grown up large suburban towns filled with villas into which the Parisians have transported their penates. In the morning they go to their business and at evening they return home. Formerly they bought a season ticket at reduced rates of one of the railway companies, and the latter found the arrangement profitable, as this class of travelers furnished them with a steady income.

"Now things are altogether changed. For the last two or three years those people have gone to and fro on bicycles. Before long, in all probability, there will be two-seated wheels, and husbands will take their wives along. This will be a dead loss, not to railways alone, but to hackney coaches as well. Cabby understands this thoroughly, having his wits sharpened by self-interest; he treats the bicyclist as a foe and takes a mischievous delight in driving across his track and upsetting him.

"But this is not all; a still more singular change is going on. Formerly, —not long ago, indeed, since in my childhood I saw the last traces of it,—in the days of the stage-coaches, and farther back still, in the times when men traveled on horseback, there were in all large boroughs and often even in the humblest villages, when these happened to lie on the highway, an inn where one found a pleasant welcome, a good fire, and, most important of all, a good table. Many of these hostleries were famous the country round; the traveler on horseback and the leisurely pedestrian stopped there to break-fast or dine; there the stage had its relays, and the driver took a drink while his horses took breath. On a sign, in largest capitals, you could read: 'Lodging for man and horse.' Alfred de Musset, in a famous poem, has embalmed the memory of those wayside inns and sung of the traveler mounting his steed, and the innkeeper's daughter, with a pleasant smile, bringing out the stirrup-cup.

"Novelists—those of fifty years ago, I mean—always delighted in describing those patriarchal inns; the kitchen resplendent with copper utensils, the fat fowls roasting at the spit, the portly landlord, his plump and chatty wife, the spicy talk at the common table. In such houses the traditions of French culinary art were piously preserved. At the buffets of railway stations one does not eat, one hurriedly feeds. In our huge modern hotels, thronged by cosmopolitan crowds, the *table d'hôte*, in spite of its presented variety of dishes, is disgustingly monotonous; always the same dishes; unworthy, all of them, of a self-respecting mouth. But in those humble inns of olden times the landlady was almost always a *cordon-bleu*; she concocted dishes of which she alone possessed the secret and which were famous for thirty miles round. She put her heart in her cooking; she watched over it incessantly, and, as she herself served a dish at her table, she would say with a familiarity mingled with pride, 'Taste this, and tell me what you think of it.' In thirty years those inns, one of the glories of France, had disappeared. Their patrons had vanished. No more travelers on foot or horseback. The railway had absorbed them all.

"But the saying 'that really nothing comes to an end, and that history constantly repeats itself,' is after all true. The inns are again to have their sunny days as of old. A young friend of mine undertook last month, with three or four comrades, artists like himself, a bicycle trip through Normandy. They had, of course, to follow other lines than the railway. Well in most of the larger places where they halted they found the old inn of former times cheerfully opened, with gleaming fires and revolving spits.

"Sir," the landlord said, "it is a real providence! This inn I inherited

from my father. I had closed it, for no traveler came and I could not very well afford to pay the heavy license tax. But for the last two years everything is changed and my house is always full."

"We are only on the threshold of this revolution. Note my words. A little fish is likely to grow, as La Fontaine says. Today bicyclists are numbered by thousands, in a few years there will be millions of them. 'Novus rerum nascitur ordo,' says Virgil."

## An Autocratic Racing Board.

BALTIMORE, MD., Nov. 13.—Path followers here are agog over the recent rule passed by the Baltimore Club, giving its racing board autocratic powers over its team of flyers. During the season the Baltimore Club, which has been accused of being a social organization, made a big bid for racing men, and got them. Its Fourth of July meet was a big financial boom, and immediately the club became more steeped than ever in all the wiles of the path. Good money going out of the club was far from satisfactory to the club members who had a predilection for the social features, and there was a vigorous opposition to the loosening of the purse strings. Then some of the racers became fractious and entered well-known races under the colors of a boat club. This and a number of minor occurrences brought the club managers and their racers to loggerheads. These things resulted in the club passing resolutions last week giving the racing board such powers that it shall say what races the men shall enter and those that they shall not enter. Some say this will throw the best racers in the state in other clubs which would be glad to have them, while others say the Baltimore Club will yet manage to hold them. There is a strong sentiment in the club that the loss of the racers would be far from a misfortune.

Robert Bright and William Osborne, alias respectively Robert and William Reed, were arrested here and sent to Washington charged with having a bicycle in their possession that had been stolen from T. F. Dennis, of Washington, and one belonging to Thomas Wright, of Washington. A police sergeant heard that the young men were in a boarding-house trying to sell the wheels and that they were strangers in the city. They gave false names when questioned and acted so suspiciously that they were arrested. The complaint from Washington followed, with a description of the wheels.

There was an effort made last week to get the wheelmen to take a stand in the recent election. The chief consul of the Maryland division, Albert Mott, was approached on the subject, but declined, as the utmost consideration has been shown the wheelmen by the mayor and other officers.

This city initiated the idea of going to the polls as a body and of canvassing candidates when their interests were concerned; since then many other cities have followed the plan, and with success. Notable is the case of Philadelphia, where the fight of the wheelmen for better pavements was as pronounced as it was successful. Louisville, St. Louis, and other cities also worked the plan. During the time when it was anything but pleasant riding the streets owing to their roughness, the wheelmen got expressions of opinions from candidates for council, and guided their votes by these pledges. The result was that their vote went almost solidly for the pavement candidates, and in several wards elected their men. The political possibilities of the wheelmen were recognized by the appointment of Geo. R. Willis as a member of the park board. Before the lamp ordinance was passed by the city council, Mr. Mott was consulted, and upon his recommendation the ordinance was passed. All privileges of vehicles have been allowed bicycles in the parks and the streets, and therefore there is no reason for political demonstration at this time.

## Bobbie was Disgusted.

Small Robert had one desire that transcended all others, namely, a bicycle. Now Robert's family are of a religious turn, and here was an opportunity to inculcate devotion in the boy. So they told Robert that if he prayed regularly perhaps God would send him a bicycle. Robert prayed. After he had been praying regularly for a month or more the anniversary of his birth arrived, and the family decided that it was about time to reward his devotion. But thinking that a bicycle might endanger the boy's life, they bought him a tricycle. Small Robert came down on the morning of his birthday, and was told that there was something out in the yard for him to look at. He went out to see, and there was the tricycle. But a tricycle was not what Robert wanted, and he looked up to heaven in disgust.

"O Lord," he said reproachfully; "O Lord, don't you know the difference between a bicycle and a tricycle."—*Boston Budget*.

## Warren is Distanced by Flying Jib.

HARTFORD, CONN., Nov. 13.—Zimmerman wanted \$500, or one-third of the gate receipts, to race Directum, the fastest horse in the world. The horsemen were only willing to give him \$250, win or lose, and so the great race did not come off. A. W. Warren, state champion, however, agreed to give Flying Jib a run for the money. Warren was given pacemakers, and kept up with the little pacer for the first half-mile, and then the horse began to pull away and finished in 2:10. Warren crossed the tape 5 1-2 seconds later.

At a Detroit fire last week E. W. Dakerson, of Grand Rapids, attempted to save a bicycle he had left in the building, but was overcome by smoke and was only rescued by the firemen just before the flames reached him.

E. A. Nelson, the Springfield flyer, is dangerously ill with typhoid fever.





# The... Columbia

## Standard Bicycle of the World.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE Co.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



## WON ON A BLUFF.

The World's Fair has been the means of bringing together, after years of separation, a great number of people who in the past were the closest of friends, but whom time in its changes had scattered widely.

Of all the impromptu reunions that have been held here, I think one of the most enjoyable was that of half-a-dozen cyclists who met on Wabash avenue one evening last week, quite accidentally. They were all old members of a well-known Canadian club, but some three or four years had elapsed since they had been together, so it was decided to celebrate the event by an evening at Kinsley's, and after full justice had been done to the repast, cigars were produced, stories were told, past events were recounted, and a general good time was indulged in.

One of the stories struck my fancy as being first class, so I give it as told me by one of the party, who is well known to Chicago cyclists, and whose strict adherence to the truth can not be disputed; although it may be hard to believe this after reading the story, which runs as follows:

"As you all well know, the bicycle club of Woodstock (Canada) has held a race meet on May 24 every year since 1885, and it is hardly necessary for me to remind you of the big success each one has been.

"The little incident I am about to relate occurred at one of these meets in 1888, and in order to be understood thoroughly it will be necessary for me to go back to former meets and explain the fact that the young men of the town who were not connected with the club had taken a decided dislike to the visiting wheelmen and visiting clubs, ours especially. The rivalry between them increased from the time of the first meet, and many were the dire threats thrown out against us, at which we merely smiled.

"This ill feeling was confined only to that class of young men who are always trying to make trouble, and was caused by the fact that the visiting cyclists were favored by the ladies of the town as escorts to the races in the afternoon, or to the concert or ball in the evening. This enmity grew unbearable, and on our visit to Woodstock in 1888, in order to protect ourselves we arranged a code of signals to be used on our calliope whistles in case any one of us should need assistance. This worked to a charm in some instances but not in mine, as you will learn later.

"On the day in question (May 24, 1888) I escorted to a concert a charming young lady who lived about a mile from the center of the town, near the outskirts. In order to reach her home it was necessary to cross a bridge that spanned a small river.

"A certain young man had been bothering her with his attentions for some time, much to her annoyance, and on a previous occasion, when a friend—who was, like myself, a visitor to the town—was returning to his hotel after escorting her home, he found the aforesaid young man, accompanied by five of his chums, waiting on the bridge for him, and they immediately threw him into the river.

"After the concert I started home with the young lady, and as it was a beautiful moonlight night we decided that we would walk. When we crossed the bridge there was not a soul in sight anywhere, and we proceeded on our way unmolested. After spending a few moments at the house I began my return trip to the hotel.

"About a quarter of a mile from the house the road makes a turn at a right angle, and five hundred yards farther on is the bridge. I was attired in my bicycle suit, and had reached a point about a hundred yards from the turn in the road when I noticed two figures standing there, and presently heard a long whistle from one of them. I walked on, and as I reached them I asked for a match with which to light my cigar. This was handed me with the remark, 'You had better not go on.' 'Why?' I asked, in surprise. 'Well, there is a gang laying for you on the bridge and you will get into trouble.'

"At first I didn't know just what to do, but at last made up my mind that I would face the music, and so walked toward the river smoking and trying to look unconscious. I reached the bridge—on which were gathered some thirty choice looking individuals—and had crossed it without being addressed, when I saw two men coming down the road with a good big load aboard. As they reached me one of them sprang forward and grabbed me by the shoulders, crying, 'I have got you now, d—n you; and I will teach you city ducks to come up here and take a fellow's girl from him. Over with him, boys.'

"While he was speaking, the crowd from the bridge gathered around me, and I can tell you I didn't feel glad to see them. I had been standing with my hands stuck halfway into my coat pockets, and my fingers struck against my calliope whistle just as the speaker finished his harangue, I knew my club mates could not hear it at that distance from town, and thinking that I might as well be hung (or rather ducked) for a sheep as a lamb, I resolved to 'bluff' it out.

"'You are a nice lot of people,' I said; 'forty of you against one. Is this the way you treat visitors to your town? If you are decent men, and will give me fair play, I will take you each separately and lick every darn one of you.'

"This latter speech didn't mend matters any, but it gave me time to think what would be best for me to do.

"'Throw him over,' cried the leader.

"They rushed at me. Quick as a flash I whipped out my whistle.

"'Stand back,' I cried. 'The first man who touches me will be shot,' and at the same time I kept moving the whistle about so rapidly that in the moonlight it looked for all the world like a revolver. The crowd were thunderstruck, and did not move. Some one yelled, 'Hit him with a rock.'

"I kept that whistle moving at a record gait, and said to the gang, 'I am going to take forty steps backward, then go on my way, and the first

man who attempts to stop or follow me, I will shoot, and the shots will be heard in town.' I then backed away from them, still covering them with the calliope, until I had counted forty paces, when I stopped, relighted my cigar, turned, and walked leisurely away, pretty nearly scared to death, but safe. When I reached the hotel I about killed the boys telling them of my little escapade, and how I had 'won on a bluff.'"

"LITTLE SPECK."

## Lady Cyclists as Quick-change Artistes.

It looks a bit odd at first to see a Parisian lady and gentleman walking along together and suddenly have the lady slip off her long skirt, hand it to the gentlemen, who wraps it up in a little bundle, straps it on the back of his machine, and the lady, in her short petticoat, mount her wheel and ride as rapidly and easily as her escort. Still, you rather like it when you get accustomed to it. Short dresses appear in the windows of the Paris shops, and though many of them are designed for hunting, most of them are worn for cycling.—*Sport and Play.*

## NOTES WISE AND OTHERWISE.

G. P. Mills, England's long-distance rider, has become a benedict.

French cyclists are about to erect a monument in honor of Michaux, the inventor of pedals.

A match race will soon be run in France between Count L. de Bire and Duc de Brissac.

F. Pope has reduced the English three-mile record to 6:53 2-5 and the five-mile to 11:33 1-5.

The race meet scheduled for Niles, Mich., last Wednesday has been postponed to May 12, 1894.

Genet and Gaby have accepted the challenge made by Massen to race a trotter for three kilometers (1 mile 1522 yards).

Doctor Modeuf, a Frenchman, enjoys riding in the country. He is often seen being towed up the long hills by a large dog.

A certain Michigan cycle paper must be thinking of going into the "gents" furnishing business soon, as it requests "collars for subscriptions."

Frank Waller is slowly convalescing at Detroit. His arm, which was reset, is getting stronger, and the eccentric Dutchman will soon be himself again.

Phillip Kilbourn, of Maine, and Messrs. Clark Cooper and J. A. Anderson, of New Jersey, will be members of the Elwell party to Jamaica next February.

A. Kennedy-Child, of the Child & Curtis Mfg. Co., Philadelphia; W. C. Smith, of the Ariel Cycle Co., and Samuel Snell, of the Snell Cycle Fittings Co., were visitors to THE BEARINGS this week.

Nelson A. Bradt writes THE BEARINGS: "A new wheelman arrived today (November 7) and is boarding with me; boy, eight pounds; mother and child doing well."

The N. C. U. has given the L. A. W. and Zimmerman until December 1 to reply to the letters of England's ruling body on the subject of Arthur A.'s amateur standing.

J. W. Schofield claims that he rode an unpaced mile from a standing start at Philadelphia in 2:06 4-5. He had intended going for the mile record at Springfield but his fall at New York upset all his calculations.

H. D. Deitz, ex-long-distance champion of Maryland, and J. M. White, division champion, are the latest additions to the ranks of Baltimore benedicts. William Holland, White's old rival on the path, is about to follow suit.

While out riding last Friday night, Floyd Emmitt, a young married man of Evansville, Ind., ran into a horse driven by Frank Pritchett. The horse reared and stepped on Emmitt, injuring him so that he died that night. Emmitt leaves a wife and baby.

C. L. Whitson, the promoter of the meet at Pontiac, Ill., this fall, is arranging a circuit among the smaller towns of Illinois for next year. He is now negotiating with several cities for tracks. The circuit will be arranged to follow a Chicago meet, and will include Joliet, Pontiac, Bloomington, and Decatur.

Owing to the illness of his wife, Charles Terront, the French cyclist, has not accepted the challenge of Cody to race against an American horse. Fournier, who has just finished his military service, has telegraphed that he will accept the challenge. H. O. Duncan has also accepted the challenge for an unknown.

The grand jury was in session at Duluth, Minn., last week, and found the charge against Mark L. Robbins, who was under arrest for having killed Mrs. Williams by running against her on his bicycle, to be "not a true bill." The charge against Robbins has been withdrawn. General satisfaction with this action is expressed.

Gus Lockman, of Springfield, Ill., left his wheel in front of a barber shop while he was getting a shave. While in the place some one made off with the machine. The police were notified, and after a hard search found fragments of the bicycle in the woods. The thief had ridden it there, piled a lot of wood on it, and set fire to the pile. The bicycle was destroyed.



## "LES BICYCLESTES EN VOYAGE."

The long-heralded bicycle piece is now upon the stage of the Paris Gaietie and bicycles will doubtless soon appear at the Comedie Francaise. There will be many bicycle pieces. The people will arrive at the theater upon bicycles and tandems, the ushers will take charge of machines, giving a number. When the play is over it will be pleasant to see the families depart upon illuminated cycles, while the renters of machines will cry: "Safety for the Faubourg St. Germain; machines for the Faubourg St. Martin."

While waiting for this we can see the present piece in those acts where the cycles are constantly on the go, where the heroes are cyclists who attain their ends by means of the cycle. Charming costumes, and the decorations of a bicycle track, are everywhere seen. A slight plot is used as a pretext for this modern sport to hang upon, a sufficient motif for agreeable scenery, amusing tableaux, and splendid decorations.

M. Lecomte, a manufacturer of cycles, dies, and when the curtain rises we assist at the reading of his will. His nephews are all present, and the lawyer (a cyclist) opens the will. His nephew Alberic, a model young man and one of the best cyclists of the time, receives the library. The remainder of the heritage, in cash and homestead, goes to the other nephews and nieces, if it can be proven that they have remained faithful to their marriage vows. Clodonier, a fine cyclist also, chagrined to see how her friend Alberic has fared, undertakes to demonstrate the unworthiness of the three couples—that is the play!

One of the nephews, M. Vanderboom, is a Belgian, and as luck has it, Alberic receives a challenge from Brussels that enables Clodonier to recognize, in the wife of the Belgian, an old love! That is one! Continuing his investigation he discovers that the second nephew has deceived his wife with a servant.

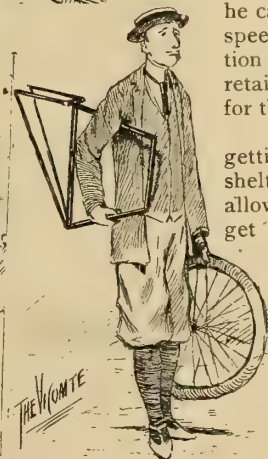
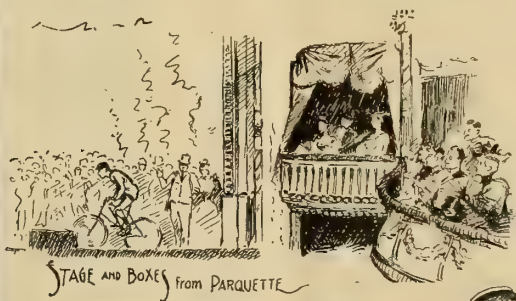
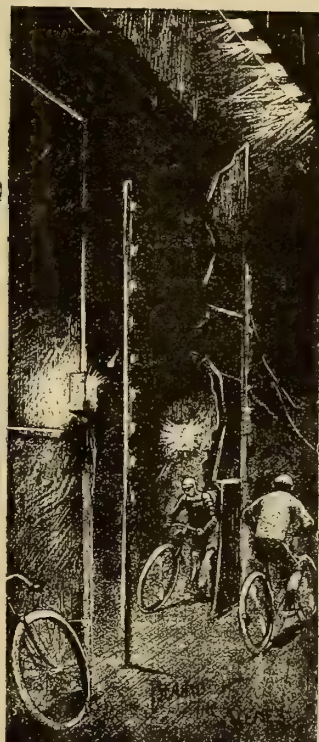
That is two. Alberic, who is covered with glory in the north, is called to Spain to run a race from St. Sebastian to Paris. His faithful friend profits by this to prove the unworthiness of the last husband, the Spaniard Pomados, and in the last tableau the invincible Alberic arrives first in the race, and with a gesture confounds the guilty ones!

It is hardly necessary to add that a codicil makes Alberic the sole heir and that he can marry the niece of Vanderboom.

All the actors and actresses go and come upon cycles, wearing appropriate costumes, bloomers, sweaters, and short skirts that are picturesque. The vicomte is a pitiful character, who personates the unfortunate cyclist who has all kinds of accidents, including the breaking of his frame and the puncturing of his pneumatic. The seats are filled with cyclists, who drop a tear at these misfortunes, that happened to them yesterday, and are threatened tomorrow.

Behind the scenes, cyclists can be seen skillfully pedaling in the half light, others supporting their machines against the walls, and one can believe himself transported to the infernal regions, filled with the shades of racers who fouled their adversaries when living or have changed machines surreptitiously or been hauled over mountains by friendly pacemakers.

But the *clou* of the piece is the ballet, or rather the *divertissement*, given in honor of the victor Alberic. A bevy of pretty girls, in charming costumes, designed by Choubrac, show the feminine portion of the audience what seductive resources are offered by the cycling costume. Then come the intrepid little women upon cycles, by threes, covered with flowers and ribbons, who evolve gracefully. The parquet and dress circles use their operaglasses, and doubtless regret that these costumes can not be seen upon the streets. It is a charming color picture, a graceful exhibition of wide sleeves, immense caps, little pelerines, and pretty accordion skirts; headdresses charmingly worn, and a *frou frou* of silk and satin in the midst of garlands of roses, while the little feet are firm upon the pedals. The fete terminates with an acrobatic performance by a unicyclist, who carries a little woman upon his shoulders. Good luck to the "*Bicyclettes en Voyage*," which will not soon leave the boards if those interested in cycling continue to applaud the new piece produced at the Gaietie.—*Le Cycle*,



## THE SCIENCE OF BICYCLE RACING.

Any one who follows up the sport of cycle racing can not fail to notice that many riders who are undoubtedly fast and can do excellent performances in training, fail to achieve anything like success in competition. The whole secret lies in the temperament and mental powers of the different riders. Some men fail in races simply because they will not take the trouble to think for themselves, and study and practice, while training, the proper way to ride races. They are quite satisfied to compete in a happy-go-lucky kind of style, and often get "just beaten" in a race by an inferior man, who has used good judgment and ridden a scientific race. Others take the opposite extreme and worry so much both before and during the race that when it comes to the final sprint they have no dash or strength left in them. Others again there are who, when they get on the track, lose all their courage and ambition and make up their minds before they start that they have no show of success; in fact they start with the feeling that the sooner their trouble is over the better, and consequently when they are overtaken and passed by one or two of the other competitors they quit at once, and that at the very time, perhaps, when, if they only knew it, a little pluck and determination on their part would have won the others out.

The man who attains great success on the path is one who goes out full of confidence in his own ability, yet at the same time not holding his opponents too cheaply. From the moment the pistol fires he sets his brain to work and with a firm determination not to give up hope till the winning post is passed, he secures a good position, where he can nurse his strength for the final rush. Every little helps, and when in a race it should always be one's

aim to do as little work as possible until it comes to the sprint for home, and then throw all his energy into the work until the winning post is reached. When training, a rider should not be content to ride at haphazard or merely to get through a certain amount of work, but should be continually studying how he can get the necessary speed with as little exertion as possible, thereby retaining all his strength for the finish.

If, during a race—by getting a little extra shelter from the wind or allowing the leaders to get a few lengths away when it is certain they will soon come back—as much as an ounce or two extra pressure on the pedals for only a few revolutions can be saved, then

that much advantage has been gained when it comes to the last lap; and that is where the judgment of pace comes in.

An experienced rider, if he gives the matter sufficient study while training and racing, can tell to within a very few seconds per mile what pace he is riding, in just the same manner as a good jockey knows what rate of speed his horse is making. During my training in Australia I used invariably to train my mind in this direction. Whenever I did a quarter, half, or one mile trial against the watch, I would mentally decide, while riding, what time I was doing, and when I dismounted would tell my trainer what time I thought I had made. I found before long that I could always gauge the pace to within 2 or 3 seconds per mile of what the watch showed. The advantage of this being able to judge your pace is more valuable in a handicap than in a scratch race. For instance, supposing you are scratch man, with the nearest rider fifty yards ahead of you, and for the first lap or two this man maintains his lead or perhaps even increases it. If you know that you are going as fast as you can to complete the distance without tiring right away—at the finish, you will be quite content to allow him to hold his lead or even gain for the first lap or two, knowing that he can not possibly last at that pace and must come back to you before the finish.

The result of your judgment is, that in the last lap you overhaul him very rapidly and the spectators applaud for what seems to be a wonderful sprint on your part, but in reality is more due to his tiring than to any extraordinary increase in your speed.

Therefore, to those who wish to be successful on the path, I would say, train your minds as well as your bodies and try to master the science of pedaling. One is just as important as the other, but the man who thoroughly masters both is the only one who will ever achieve extraordinary distinction on the racing track.

H. H. LAMBTON.





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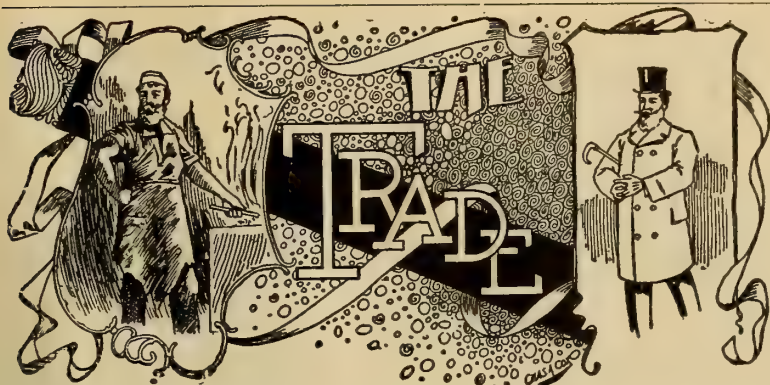
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*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application*

### WHAT THE TRADE CAN DO.

There seems a disposition on the part of the trade to form an organization for mutual benefit of its members. Less than a year ago THE BEARINGS sounded the various makers on their opinions as to the advisability of forming such an organization, but the number of replies that were favorable to the project were so few that it seemed as if the thing would be impossible. Circumstances have altered, and when our e. c. *The Referee*, a short time ago, asked for opinions, the answers were almost unanimously in favor of a trade association, and it now looks as if its formation would soon be accomplished. We will not attempt to tell all that an association of this nature might do. It will not, in any probability, try to regulate prices, attempt a trust, or do anything that will bind the members to follow anything but their own judgment in the transaction of their business. It could, however, keep a list in the hands of each member, of those agents who are unsafe to deal with; reach some decision as to the so-called legitimate blackmail levied by race promoting clubs who solicit prizes for their meets, decide the questions relative to an annual cycle show given by the trade itself, and could in a measure solve the problem of recovering stolen wheels. The Chicago Cycle Board of Trade have done this in so far as it can be done by the dealers in one city, and the results of their labors have been most satisfactory. A list of wheels stolen in Chicago, which appears in another column, gives some idea of how great the evil is, and the list of machines pawned for which no owners can be found shows how great is the need for concerted action. This one thing would be well worth forming an association for, and when the others are taken into consideration it is plain to be seen that trade organization is an almost imperative necessity.

### THE NEBRASKA CYCLE CO. RESUME.

Fred Patee, the president of the late Nebraska Cycle Co., has returned to Indianapolis after a two weeks' stay in Lincoln, where he has been helping to straighten out the affairs of the concern. He writes that the business will be continued under the name of Patee, Oliver & Co. The new firm is an equal copartnership between Patee, Henry Oliver, and George W. Bonnell, who have bought up all the claims of the defunct concern, together with all the stock, accounts, and good will. They will continue the business at the old stand under the direct management of Mr. Oliver and will undoubtedly have a fine trade, as they have every facility, and will have a credit rating of \$200,000. The old firm did a splendid business, says Patee, but owing to gross mismanagement not only failed to show the \$8,000 profit that the amount of business done should have shown, but the entire capital of the concern was sunk as well.

### Quakers Working for the Show.

PHILADELPHIA, PA., Nov. 13.—There is one thing you can rest assured of, and that is that Philadelphia will have a cycle show in January and that it will be a success. Some people have an idea that while we are doing comparatively little blowing we are doing little work. But work and blow are generally in an inverse ratio in Philadelphia. The committee in charge

is more than pleased with the success it is receiving, and the support given by the trade. All this rot about weather, lack of heat, and poor accommodations have no effect upon the general community, or upon former exhibitors. The exhibitors are there for business. Another feature is that Philadelphia has nearly two-dozen bicycle clubs which give the show every assistance and use every effort to make it successful. Not only this, but the Associated Cycling Club representatives are recognized in Philadelphia as representative men, and wield a large influence in that community. It is no mere committee, practically self-appointed for this special occasion. The Philadelphia show will be a success. The building is situated on our main boulevard—Broad street—at the corner of Callowhill street. It is only three blocks from the public buildings and easy of access from all points of the city.

### A New Palmer Road Tire.

The Palmer Tire Co. will manufacture a road tire on the lines of the Palmer racing tire, which has gained so many laurels on the track at home and abroad. All objections to the single-tube tire have been removed. Mr. Palmer has simplified the repairing of his tires to a degree that should greatly add to its popularity. In fifteen seconds Mr. Palmer repaired a puncture, and in fifteen minutes, while displaying his new device to a party of wheelmen, he repaired no less than a half-dozen punctures, explaining meanwhile how it was done. For a large hole, an instrument was jabbed through the hole to the inner side, and being withdrawn by means of two little levers, forced the tire against a circular knife and thus cut the hole from the inside. In the end of a small instrument a rivet-shaped plug was then inserted, and with a bath of rubber solution was inserted in the hole. The large end of the rubber rivet thus more than covered the inside of the hole and the projecting section was cut off. A small puncture was made. A blunt needle was produced and a piece of rubber thread, cut to a point at the end, was threaded into the needle and after being dipped in rubber, was inserted, the needle withdrawn, and the repair completed with a little solution smeared around the hole. Different sizes of rubber thread were used for different sized holes. These plugs and the thread will hold perfectly tight in the Palmer tire, owing to the threads' tendency to straighten out when the tire is blown up, thus clinching tightly the rubber inserted through the surface.

This repairing process is not applicable to other classes of hose pipe tire with the same success, because of the tendency of the hole to open wider the harder the tire is blown.

### Smalleys Sold Well.

W. "Smalley" Daniels, of the Marble Cycle Co., Plymouth, Ind., was here last week. This company manufactured 3,500 wheels last season, and did not shut down a single day. The '93 stock is entirely cleaned out, orders for over 700 wheels having been received from A. W. Gump, Jandorf & Co., and Rouse, Hazard & Co. The best part of these deals was that all were sold on a strictly cash basis. Recently four eighteen-pound Smalley racers were sent to Atlanta. These were made on a special order. Next season's racers will weigh twenty and twenty-two pounds. The buyer

can have his choice of handle-bars. The aluminum finish, which has designated these wheels on the track, has been greatly improved, and will now hold its luster permanently. The '94 Smalley will be about the same weight. The frame will be higher in the rear, making the upper bar perfectly straight. This will be the popular frame for '94. In addition to these, a ladies' wheel, with a double straight frame, will be manufactured. In all these wheels a very narrow tread will be made through the use of an English crank box, a new thing, which is also dust-proof. The list will be whatever the high-grade price is set at. Mr. Daniels thinks it will be \$135. The wheels will be greatly improved all around.

### WILLIAM HERRICK.

When the cycle manufacturer sees the original of the cut that enlivens this page step into his office, the wise course is to dip his pen into ink and prepare to sign an order, for it is the famous William Herrick, come to take an order for the famous Morgan & Wright tires—Herrick, the founder of the Century Road Club (late with Stokes), a crack salesman, and a firm believer in the goods that he is selling. Just now he is taking orders for tires as fast as the lunch-counter waiter does for wheat cakes at breakfast time. He is a busy man now-a-days and is constantly on the go. "Selling Morgan & Wright tires," he says, "is a snap. I can sell them without samples. Why, it would be like showing samples of dollar bills to show samples of our tires."



WILLIAM HERRICK.



*The above is a true copy of a letter of recent date.*





## Christmas Edition

**READY FOR MAILING DEC. 15.**

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46-48 Van Buren St., CHICAGO.



## A '94 TIRE.

While all the cycle manufacturers are busy in getting out next year's model, the tire makers have not been idle. The Boston Woven Hose & Rubber Co. have turned out their '94 tire, which will be known as the N. G. L. The form of the tire and clamping band is clearing shown in the accompanying cut. They have adopted a band with a turned edge, as shown,—after extended experiments with other forms,—for the reason that it engages the bead of the tire a short distance below the edge of the rim, where there is no movement and consequently no friction or wear, thus relieving in the greatest possible degree the thin portion of the tire at the edge of the rim, where necessarily the greatest movement and consequent friction must occur; and at the same time it brings the face of the band above the edge of the rim, thus preventing the nipping of the tire by the rim when a stone or other object is struck. The tire is quickly applied to any plain rim that has sufficient depth, either steel, wood, or aluminum. The method of tightening and locking the band is their latest improvement, for which application for patents are pending. It is unique in the extreme, adjustable to accommodate irregularities in the rims, simple, automatic, and requires no opening in the rim.



### The Sterling Factory Sold by the Stokes Mfg. Co.

Applications for Sterling catalogues should in future be addressed to the Sterling Cycle Works, 236, 238, and 240 Carroll avenue, Chicago. On Wednesday papers were passed by which the Stokes Mfg. Co. surrendered all their interest in the Sterling to a company formed by a number of their stockholders, who in turn relinquished all their interest in the older concern.

It is understood that C. W. Dickerson, formerly the vice president of the Stokes Mfg. Co., will become president of the new company, with B. W. Lord as secretary and Charles Timm as superintendent. As these gentlemen have been identified with the Sterling from its first appearance on the market, this very popular wheel will be in good hands and will be well cared for.

The Stokes Mfg. Co. have arranged for the retail agency for their main office and for the Milwaukee and Denver branches.

### O. G. Formhals.

Brains and plenty of 'em are required to write attractive advertisements

for half-a-hundred different papers. The public likes to read breezy "ads," and the man who can draw the attention of the readers to his advertising space is the man who makes a success in his line of business. The art of writing advertisements has been reduced to a science, and the advertising pages of an up-to-date paper are now nearly as interesting as the reading part. O. G. Formhals, advertising manager of the Gormully & Jeffery Mfg. Co., is one of the leaders at the business. By close application to his work he has gained an excellent reputation, and his writings are now eagerly looked for. No one ever saw a Rambler "ad" that was not worth



O. G. FORMHALS.

reading. To advertising G. & J. owe much of their success, and Mr. Formhals is deserving of not a little credit.

### Lennie will Make a Change.

R. C. Lennie will resign his position with the Stover Bicycle Mfg. Co. this week, and at once enter the employ of the Hill Cycle Mfg. Co., for whom he will travel on the road.

A. Featherstone is rapidly getting into shape for the '94 trade and is particularly jubilant over the receipt of a number of comfortably large orders for his '94 line.

## STOLEN WHEELS.

J. O. Blake, chief of the bureau of detection of the Cycle Board of Trade, of Chicago, reports the following list of stolen wheels:

230	Ajax	5116	Gendron	20496	Rival
1743	Arab	6243	Gendron	30671	Rival
1613	Arab	20474	Humber	3368	Rover
1733	Arab	11021	Humber	28032	Rover
26095	Advance	14746	Humber	15722	Rover
3048	Atlas	15241	Humber	21443	Rover
3008	Atlas	15250	Humber	87401	Rudge
1156	Arrow	19866	Humber	5747	Rush
47270	Acme	14713	Humber	25347	Rush
6902	Eolus	20513	Humber	1524	Reform
1676	Blackhawk	15572	Humber	1473	Ronso D. & Co.
5367	Belzise	10708	Humber	51085	Rob Roy
5371	Belzise	1371	Halladay	51519	Rob Roy
6000	Buck	2045	Halladay	12748	Raleigh
76	Columbia	2443	Halladay	6013	Smalley
481	Columbia	44	Illinois Cycle Co.	606	Smalley
500	Columbia	6300	Imperial	12089	Smalley
1298	Columbia	2157	Imperial	6091	Smalley
1213	Columbia	5092	Imperial	6062	Smalley
1323	Columbia	0460	Imperial	6000	Smalley
2168	Columbia	4016	Imperial	101534	Swift
2312	Columbia	3244	Imperial	104476	Swift
2551	Columbia	5552	Imperial	109552	Swift
2666	Columbia	4386	Imperial	112283	Swift
2723	Columbia	339	Imperial (Boys')	1643	Sterling
2865	Columbia	4119	Imperial	2382	Sterling
2884	Columbia	4946	Imperial	2663	Sterling
3131	Columbia	51	Iroquois	447	Sunol
3183	Columbia	102	Isabella	76812	Singer
3221	Columbia	24807	Juno	3234	Student
3784	Columbia	42182	Juno	3203	Student
3996	Columbia	28205	Juno	3273	Student
4199	Columbia	1976	James	3234	Student
4971	Columbia	3651	James	3301	Student
5570	Columbia	26209	King of Scorchers	1110	Student
5825	Columbia	21227	King of Scorchers	2660	Student
6372	Columbia	3907	King of Scorchers	6097	Security
9103	Columbia	2028	Kenwood	209	Speedy
9490	Columbia	5252	Kenwood	533	Sylph
9436	Columbia	2294	Kenwood	1223	Sylph
2356	Columbia	7278	Kenwood	1266	Tourist
4520	Columbia	2244	Kenwood	1297	Tourist
5104	Columbia	320	King Clipper	3040	Tourist
5563	Columbia	3964	Liberty	235	Thistle
5812	Columbia	5225	Liberty	257	Thistle
6617	Columbia	3380	Liberty	326	Thistle
8693	Columbia	4731	Liberty	270	Thistle
9083	Columbia	3563	Liberty	2478	Union
20288	Columbia	32376	Leader	25343	Union
20460	Columbia	384	Luxury	173	Victoria
21493	Columbia	5137	Monarch	15692	Victor
22519	Columbia	2424	Monarch	13617	Victor
23670	Columbia	4009	Monarch	173	Victor
30230	Coventry Cross	2137	Monarch	21714	Victor
24317	Coventry Cross	865	Monarch	28282	Victor
30260	Coventry Cross	3409	Monarch	22344	Victor
30462	Coventry Cross	4309	Monarch	20544	Victor
21687	Coventry Cross	2131	Monarch	36556	Victor
30230	Coventry Cross	921	Monarch	26768	Victor
3131	Clipper	2184	Monarch	42304	Victor
2114	Clipper	3873	Monarch	16157	Victor
46886	Crescent	1662	Monarch	20029	Victor
40439	Crescent	1082	Moffat	35321	Victor
57024	Crescent	570	Moffat	10673	Victor
47685	Crescent	2083	Moffat	37006	Victor
3847	Courier	789	Moffat	26023	Victor
3976	Courier	387	March	24903	Victor
384	Central Cycle Co.	145	March	23355	Victor
407	Derby	1286	Maud S	25868	Victor
421	Derby	1480	New Mail	23131	Victor
646	Derby	11327	New Mail	2460	Victor
680	Derby	1189	Peerless	2258	Victor
511	Duke	39944	Progress	38714	Victor
1058	Duke	1846	Paragon	35565	Victor
1634	Diamond	3583	Phoenix	37240	Victor
7294	Eagle	15544	Phoenix	19938	Victor
4212	Eureka	3828	Phoenix	36556	Victor
5054	Eclipse	4957	Phoenix	3694	Victor
34332	Flash	6594	Psycho	36506	Victor
5821	Featherstone	2590	Pullman	36361	Victor
2349	Featherstone	466	Planet	43097	Worth
6264	Featherstone	622	Queen City	1180	Worth
5498	Falcon	19040	Quadrant	6765	Warwick
1899	Falcon	19928	Quadrant	53432	Warwick
107	Falcon	19397	Quadrant	967	Warwick
1280	Falcon	18931	Quadrant	1156	Waverly
9439	Greyhound	17880	Quadrant	3354	Waverly
2012	Greyhound	17878	Quadrant	609	Waverly
3974	Gypsy	1328	Relay	900	Waverly
5014	Gendron	4102	Road Racer		

### A New Manufacturing Concern.

PEORIA, ILL., Nov. 13.—The F. F. Ide Mfg. Co., of this city, which has for the past year made bicycles on contract, has decided to go into the manufacture of bicycles on its own account. This company will make and place on the market for '94 three patterns of wheels, which will include a special light roadster, weighing between twenty-two and twenty-three; a light roadster, weighing twenty-six, and a full roadster weighing thirty pounds. These bicycles will be first-class in every respect and will embody some new features which are the property of F. F. Ide. Models of these patterns have been in use for some time and have proven entirely satisfactory. There is no doubt as to the success of this company.



# Our Christmas Number

will be sent only to our regular list  
free of extra charge.

## SINGLE COPIES 25 CENTS

DO YOU WANT ONE?

It will be a **200 page book** and will contain full-page illustrations of all the prominent racing men, the more prominent ones being in five colors, suitable for framing.

All the new wheels and sundries for 1894 will appear first in this issue, and it will be valuable as a catalogue from which to select next season's wheels; and as the book will be a work of art typographically, it will be an ornament to any reading room or library.

## A SPLENDID OFFER

is made to you to become a regular subscriber to our paper. Our regular price is \$3.00 per year. We will accept your subscription for the coming year for just half price, \$1.50—about three cents per copy for the best cycle paper published. This price will include the Christmas number, which of itself will be worth that amount of money.

**NOW IS THE TIME TO SUBSCRIBE.** Fill out the blank below and send us \$1.50 in stamps, P. O. or Express Order, or currency in registered letter, and you will be put upon our books for one year.

Respectfully,

THE BEARINGS PUBLISHING CO.

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46 Van Buren Street, Chicago.

Enclosed find ONE DOLLAR AND FIFTY CENTS in payment of one year's subscription to THE BEARINGS, subscription to begin with the issue of December 15th—CHRISTMAS NUMBER.

Respectfully \_\_\_\_\_

City \_\_\_\_\_

County \_\_\_\_\_

State \_\_\_\_\_







**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

**"Imperial"**  
REGISTERED TRADE MARK

CORRESPONDENCE RELATIVE  
TO 1894 AGENCY SOLICITED.

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for 1894 mailing list wanted.

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**CHAS. H. SIEG MFG. CO., 275 WABASH AVE.**

AGENTS FOR CHICAGO.

**302 WABASH AVE., CHICAGO.**

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**DESIGN AND WORKMANSHIP**

Constitute the high-grade features in a Bicycle.

**SEE THE  
MONARCH**

Special Medal and Diploma awarded by the World's Columbian Exposition for GENERAL excellence, including design, material, workmanship, and finish.

**BETTER KEEP YOUR EYE  
ON US FOR '94 BUSINESS.**

We shall produce a line of bicycles **UNSURPASSED BY ANY**, and we can offer special inducements to responsible agents.



**MONARCH CYCLE CO.**

Retail Salesroom:  
**280 Wabash Avenue.**

**Lake and Halsted Streets, CHICAGO, ILL.**



### TRADE PICK-UPS.

A. U. Betts, of Toledo, is now enjoying a much needed vacation.

H. A. Lozier and his superintendent, A. J. Moore, are on the sick list.

Colton & Hickox, of Toledo, agents for the Victor and the Yost company's wheels, have had a very good year.

W. C. Overman, of the Washington branch of the Overman Wheel Co., is in the southeast in the interest of Victors.

Wilson, Myers & Co. write that L. C. Wahl broke the Baltimore to Washington record by 41 instead of 31 minutes.

It was decided by the Stover company this week to keep the Chicago store, at 287 Wabash avenue, open for the winter.

C. A. Persons has just received an order for 5,000 tool-bags from the Yost Mfg. Co. He reports large orders for P. & M. saddles.

W. Herrick, who has traveled over a large amount of country and visited many prominent manufacturers, says the '94 list will be \$135.

Fred W. Colson, of Cleveland, Ohio, is in Chicago seeking a position. He has several in view. Colson was with the Monarch Cycle Co. last season.

Thieves broke into the store of W. D. Peck, at Rutherford, N. J., on the night of November 6 and stole a Columbia Model 32, No. 20,077, and a lot of sundries.

A. W. Gump, the Dayton, Ohio, cycle dealer, was in Chicago last week. His firm will engage in the cycle business on a more extensive scale than ever next season.

Arthur Douglas Taylor, a bouncing nine-pounder, came to town November 8. Arthur A. Taylor is now telling his friends what a promising youngster the boy is.

Sam T. White resigned his position with the Monarch Cycle Co. last Saturday, with good positions in view. White had charge of the Monarch exhibit at the World's Fair.

At Crawfordsville, Ind., Tuesday evening, November 14, Preston O. Rudy and Miss Florence M. Durham will be married. Rudy has been in charge of the Kenwood exhibit at the World's Fair all summer.

The St. Louis Refrigerator & Wooden Gutter Co. have agreed to the proposition of E. C. Stearns & Co. for each firm to pay their own judges, the salary of the fifth one to be decided upon later.

A number of improvements have been made in the '94 models of the Gendron Iron Wheel Co. The new tire made by the company promises well. It can be placed on their new rim without the use of cement.

C. M. Fairchild, who has ridden twenty-eight centuries since June 14, 1893, has ridden only 3,300 miles this season, a really surprising fact, as there were but few centuries that did not amount to more than a hundred.

Mr. Le Cato, of the Philadelphia Cycle Co., was in Chicago this week. While here he closed a contract with E. B. Parker to manage a department of his business. Mr. Parker has been with the Ariel Cycle Co. for the past year in its Chicago store.

Will Brewer has joined the forces of the Yost Mfg. Co., and is now representing them on the road in the eastern states. Mr. Brewer is well known to the trade and with such a line of wheels as the Yost company turn out, should make a fine showing.

J. Elmer Pratt, the presiding genius of the Grand Rapids Cycle Co., is devoting all of his talents to getting out the firm's '94 catalogue. He says that the company will give the best and broadest kind of a guarantee. Their wheels will weigh from twenty pounds up.

The Royal Cycle Works, of Marshall, Mich., are preparing for another prosperous year. Their '94 model of the Royal Limited shows some changes and improvements and will be a ready seller. Superintendent C. H. Weld has been exhibiting the model in the east and reports that it was very favorably received.

The Snell Cycle Fittings Co., of Toledo, are breaking ground for another factory. The new building will be two stories high, thirty feet wide and sixty feet deep. They have also rented a smaller building. Their goods are in demand and large orders come in by every mail. Mr. Snell is putting the finishing touches to the '94 catalogue, which will be very complete.

The Gormully & Jeffery Mfg. Co. are working on their '94 machine. Models have not been turned out yet, but Advertising Manager Formhals says that they will be completed in a week or so. There will be little change in the '94 Rambler family. The No. 5, which weighs twenty-two pounds, will be made into a road racer, while the racer will tip the scales at nineteen pounds.

A number of new novelties will be turned out next year by the Kalamazoo Cycle Co. Manager Maurice E. Blood says that his company have never been able to fill their orders as promptly as they wished, the demand for them being so great. They did not catch up with orders this year until the latter part of July. In '94 they hope to do better, as they will have increased facilities.

## Our Agents Make Money!!

# DO YOU

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS....



Stock carried in CHICAGO by

**WOODROUGH & HANCHETT,**

38 AND 40 LAKE STREET.

Stock carried in ST. LOUIS by

**THE SIMMONS HARDWARE CO.**

♦♦♦

**The Eagle Bicycle Mfg. Co.**

TORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.



**Recent Patents.**

- 507,114. Velocipede; Thomas Fane and Charles F. Lavender, Toronto, Can. Filed June 20, 1892.  
 507,116. Bicycle; Andrew Fyrberg, Worcester, Mass., assignor to Iver Johnson, same place. Filed January 14, 1891.  
 507,224. Inflating device for pneumatic tires; Hastings H. Johnson, Minneapolis, Minn., assignor to the S. F. Heath Cycle Co., same place. Filed February 16, 1893.  
 507,290. Wheel; Charles W. Smart, Carbondale, Ill. Filed January 12, 1893.  
 507,325. Pneumatic tire; Alexander P. Morrow, New Brighton, assignor of one-half to Harmon H. Fulton, Beaver Falls, Pa. Filed July 20, 1893.  
 507,362. Drive-chain; William H. Hart, New Britain, Conn., assignor to the Stanley Works, same place. Filed July 20, 1892.  
 507,412. Velocipede; Thomas Broadbent, Worcester, Mass. Filed December 27, 1892.  
 507,413. Saddle for velocipedes; Thomas Broadbent, Worcester, Mass. Filed March 23, 1893.  
 507,481. Umbrella support; Neil D. Brooks, Columbus, Ohio. Filed January 3, 1893.  
 507,513. Bicycle; Edward Warwick, Birmingham, England. Filed November 18, 1892.  
 507,514. Saddle for velocipedes; Edward Warwick, Birmingham, England. Filed November 18, 1892.  
 507,670. Cover or case for chain-gear of velocipedes; Charles W. Bluemel, Ernest A. Bluemel, and Frank H. Bluemel, London, Eng.  
 507,681. Gearing; Andrew J. Hoyt, Philadelphia.  
 507,804. Bicycle bell; Samuel Goulden, Newark, N. J., assignor to the Hardware Specialty Co., same place.  
 507,805. Rotary bell-hammer; Samuel Goulden, Newark, N. J., assignor to the Hardware Specialty Co., same place.  
 507,908. Metal wheel and method of making same; Henry L. Jacobs, Columbus, O.

The McIntosh-Huntington Co., of Cleveland, sole importers of the Crypto geared ordinary, write that they would be glad to loan wheels to competitors in the six-day race to be held at New York.

**PERFECT POCKET OILER.**



Best and neatest oil can in the world. Does not leak. Regulates supply of oil exactly. Highest award World's Fair, Chicago, 1893.  
**PRICE, 25 CENTS EACH. HANDSOMELY NICKELED.**

**"STAR" OILER.**

Second to none but the "Perfect." This is an excellent oil, and embodies many improvements. **PRICE, 15 CENTS EACH.**

**CUSHMAN & DENISON, 172 Ninth Ave., N. Y.**

Mention The Bearings.



**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

**GEO. W. HEARTLEY, TOLEDO, OHIO.**

**Manufacturer of Cycle-Making Machinery and Tools.**

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels PUNCHES, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. **Mention The Bearings.**



**Manufacturers of Cold-drawn Seamless Steel Tubing.**



**The First in America and the Best in the World.**

**SHELBY, O.**

MENTION THE BEARINGS



**Worth One Thousand Dollars.**

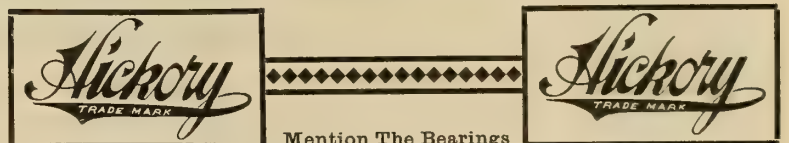
We are just in receipt of a letter from Charles J. Fosken, a large contractor and builder of Natick, Mass., in which he says:

"I would not take \$1,000 for my wheel if I could not get another. I am riding it from 15 to 30 miles every day in my business; wish I had got one before."

This man rides a regular Hickory Model "A." Send for a catalogue describing it, to

**Hickory Wheel Co.**

**SO. FRAMINGHAM, MASS.**



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**Engraving....**

**We make a specialty of Bicycle work.**

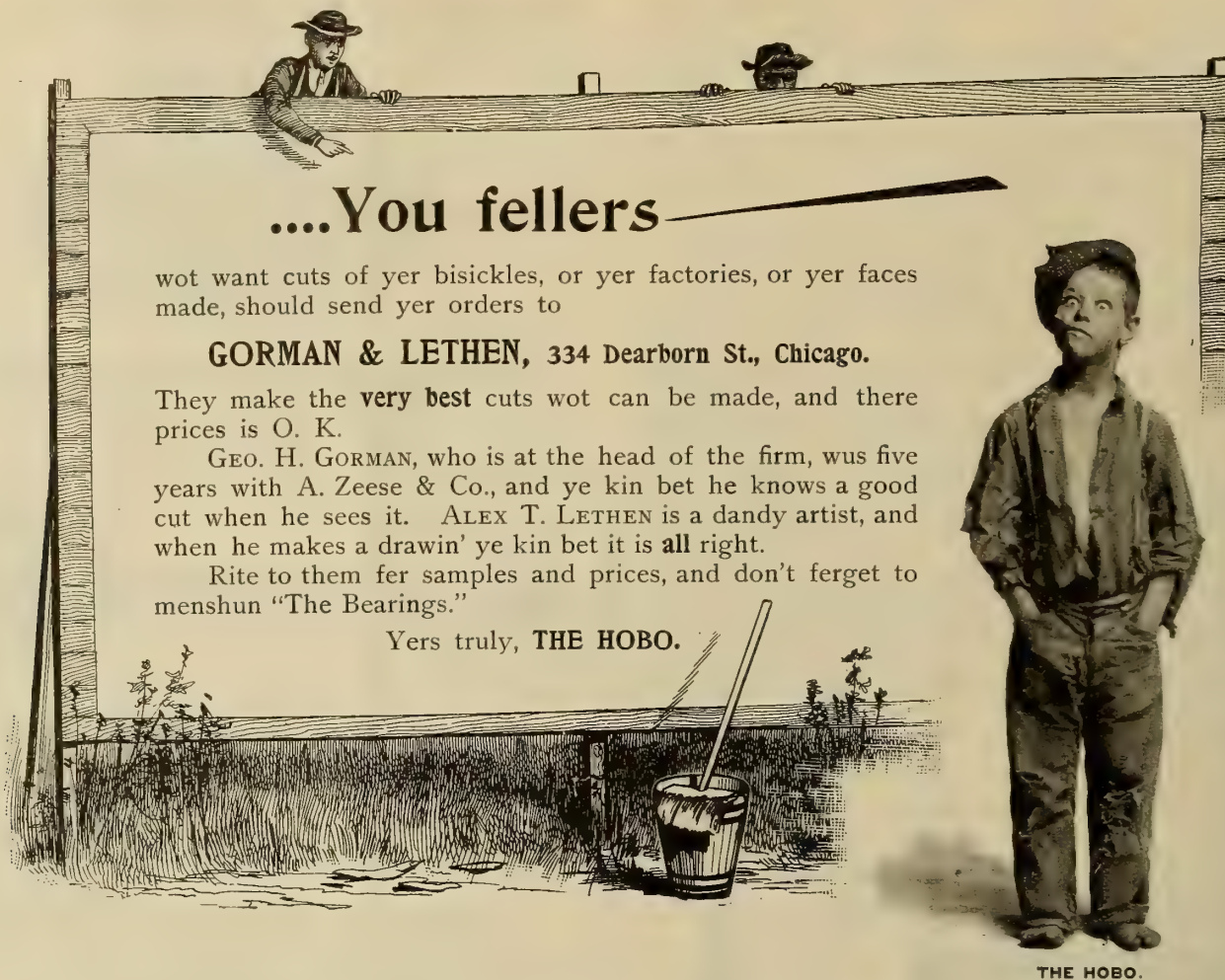
Our work guaranteed strictly first-class.  
 Prices reasonable.  
 Send for specimen sheets and prices.

**BRINKERHOFF & CO.**

**325 Dearborn Street, CHICAGO.**

MENTION THE BEARINGS





....You fellers

wot want cuts of yer bisickles, or yer factories, or yer faces made, should send yer orders to

**GORMAN & LETHEN, 334 Dearborn St., Chicago.**

They make the **very best** cuts wot can be made, and there prices is O. K.

GEO. H. GORMAN, who is at the head of the firm, wus five years with A. Zeese & Co., and ye kin bet he knows a good cut when he sees it. ALEX T. LETHEN is a dandy artist, and when he makes a drawin' ye kin bet it is all right.

Rite to them fer samples and prices, and don't ferget to menshun "The Bearings."

Yers truly, **THE HOBO.**

THE HOBO.

The Following Firms have Taken Spaces Numbered Opposite their Names:

2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. C. F. Stokes Mfg. Co.
10. C. F. Stokes Mfg. Co.
11. E. C. Stearns & Co.
12. American Dunlop Tire Co.
13. American Dunlop Tire Co.
14. Garvin Machine Mfg. Co.
15. Garvin Machine Mfg. Co.
16. Garvin Machine Mfg. Co.
17. Garvin Machine Mfg. Co.
18. Kenwood Mfg. Co.
19. Singer & Co.
20. Singer & Co.
21. Singer & Co.
22. A. G. Spalding & Bros.
23. A. G. Spalding & Bros.
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Palmer Tire Co.
28. Gendron Iron Wheel Co.
29. Gendron Iron Wheel Co.
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. Western Wheel Works.
33. The Wheel and Cycling Trade Review.
34. The Wheel and Cycling Trade Review.
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. Pope Mfg. Co.
39. Pope Mfg. Co.
40. Pope Mfg. Co.
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. John P. Lovell Arms Co.
46. J. J. Warren & Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.

# National Exhibit

—OF—

## CYCLES, CYCLE SUNDRIES, and ACCESSORIES.

Madison Square Garden, New York City.

JANUARY 8th to 13th, 1894.

UNDER THE AUSPICES OF THE

## METROPOLITAN ASSOCIATION OF CYCLING CLUBS

OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every Afternoon and Evening by

**SEVENTH REGIMENT BAND, N. G. S. N. Y.**

W. B. ROGERS, the Eminent Cornetist, Conductor.

Special Exhibitions by the greatest **TRICK and FANCY CYCLE RIDERS** during each Concert.

**SPECIAL RAILROAD RATES** of one and one-third of regular fare have been arranged for all dealers in Cycles, Cycle Sundries, or Accessories visiting this Show; tickets good from January 5th to 16th, 1894.

**HOTELS**—Special rates of \$1.00 and upward for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The Metropolitan Association, through their Committee, take this opportunity to thank the manufacturers of Cycles and other firms, who by their co-operation and support have so generously assisted in bringing this Show to a success.

54. Premier Cycle Co.
55. Hill Mfg. Co.
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. Black Mfg. Co.
60. Hulbert Bros.
61. Porter & Gilmour.
67. Hermes Tire Co.
68. Washburn Cycle Co.
70. Simonds Rolling Machine Co.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. H. A. Lozier & Co.
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Sons & Co.
85. Red Star Mfg. Co.
86. R. B. McMullen & Co.
88. Wilson, Myers & Co.
89. Wilson, Myers & Co.
90. Hartley & Graham.
91. Indiana Bicycle Co.
92. Indiana Bicycle Co.
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Rimington Bros. & Co.
97. Overman Wheel Co.
98. Overman Wheel Co.
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
101. McKee & Harrington.
102. McKee & Harrington.
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. Overman Wheel Co.
106. Overman Wheel Co.
107. Overman Wheel Co.
108. Overman Wheel Co.
109. Mannesmann Tube Co.
110. Mannesmann Tube Co.
114. Butler & Ward.
- A. Curtis-Child Mfg. Co.
- B. Persons & Muller Mfg. Co.
- C. Grant Anti-Friction Ball Co.
- D. Erie Rubber Co.

A. EDMUND HILDICK,

FREDERICK KEER,

HENRY L. SALTONSTALL,

MENTION THE BEARINGS.

Cycle Show Committee.



# THE BEARINGS

Vol VIII  
No 17

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, NOV. 24, 1893.

## BLISS AND DIRNBERGER.

**The Two Midgets Are Right Among Johnson's Records and Are Lapping Full Seconds off of Them.**

NASHVILLE, TENN., NOV. 17.—Julian P. Bliss and Mike Dirnberger are here, not for their health particularly,—although from appearance's their health is being materially benefited,—but for the purpose of breaking all existing records up to and including the two-mile. Three of them they have already secured. What is more to the point, these celebrated midgets have obtained exclusive right to train and ride for records on Nashville's famous tracks—the West Side Park and the celebrated Cumberland Park circle. These are at present the only two tracks in the country on which the present record figures can be lowered. The running meeting now being held precludes the use of the latter-named track, and it is on the inner circle, at the West Side Park, that the men are working, and on which the 100-yard standing and flying records, and eighth of a mile standing, fell last Wednesday.

The track is twenty feet only in width, and is a training track inside the regular mile track. It had never been the intention to try for a single record on this track. The turns are sharp and insufficiently banked. The surface is rolling, composed of black loam, and hard to work, being even now very springy under foot and not hard like Springfield. When this track becomes wet it is impossible to use it. For eight days since the record breakers reached Nashville, they have been unable to use the track at all. A stone thrown on it sunk out of sight. Thus far the wind has at no time been favorable and the three records of Wednesday were accomplished without wind assistance and around a curve at that, this being necessary to secure a stretch smooth enough.

In the records thus far broken, Bliss has taken the standing starts, using a seventy-two-inch gear—surprisingly large for so small a man, his regular gear being sixty-eight. Dirnberger, being the more muscular of the two, and inasmuch as he is to make the flying start trials, is using a seventy-six-inch gear. An eighty-inch gear is held in reserve and both men are confident of their ability to shove a gear of this size with a little wind assistance.

### Horses and Triplets as Pacemakers.

It is intended to use a running horse in all trials at the outset; and later, as additional pacemakers, the two Rambler triplets now here, riders for which, and good men too, have already been secured from all quarters of the United States. These triplets, weighing but sixty-five pounds each, geared to eighty inches, were made especially for these records, to specifications supplied by Arthur L. Atkins. The pacemaker is the noted running horse Clarkson, of the Hermitage stud; owned by Mr. May Overton, of the Cumberland Park Racing Association; driven by Matt Webster,—an old and experienced colored jockey,—to a "light Rambler" pneumatic sulky. Clarkson has a record of 1:43, and thus far, though the driver has tried to pull away from the boys, on the rough outside going of the track he has found it impossible. On Tuesday, the first time the boys—for boys they are—had appeared on the track for practice, the horse, with only a temporary dirt shield, started around the track for a practice spin. The midgets tacked on and at the three-quarters Matt quickened the pace perceptibly in an attempt to leave the riders. He again quickened the horse with whip and voice, but could not drop either of them; they were so near him they shied constantly to keep from running into the sulky. Noted horsemen who have watched the horse in practice say he is good for better time than 1:55, and the men have shown that they are amply able to hold to the horse at any pace he may set.



*Bliss Starting for the Standing Half.*

The trials at present are being made on the West Side Park track, but at the close of the running meeting the trials will be transferred to the celebrated Cumberland Park track, with its surface of yellow clay, little affected by rain, and doubtless the fastest track in the south. The officials are newspaper men and cycle dealers, and include representatives of New York, Boston, and Chicago daily papers, and THE BEARINGS' representative. The timing is in the hands of J. C. Combs, well and favorably known throughout the state and the country at large.

In addition to the regular stop watches there are plenty of horsemen watching each attempt, who are accustomed to clocking horses from their youth up, and are able to detect any inaccuracies in the official timing. In addition to this, Manager Atkins and the trainers are provided with stop watches and always keep an eye on the men, taking time at intermediate points to detect, in case of failure, where the error in speed occurred. In addition to this the referee, George W. Curry, well known to Chicago florists as the winner of the first prize in the late chrysanthemum show, holds a \$485 stop watch over the timers.

Mr. Atkins is supplied with type-written applications for records, and fifteen minutes after a record is made the paper is filed out, checked, and filed away.

### First Fruits.

The repeated attempts at the 100-yard flying start record Tuesday had given the boys the fever, and on Wednesday morning Manager Atkins decided to give the men a trial spin or two. A slight wind was blowing at the time, but by no means a gale. A smooth stretch right on the sharp turn was selected, and the distance properly measured off. Dirnberger, with Bliss as pace-maker, started for the eighth-mile flying start, doing :13 2-5. In a second attempt he tied this time, and on the third rode one-fifth second better than record, :12 1-5; Johnson's time being :12 2-5.

In the 100-yard flying start Dirnberger gave Bliss fifteen yards and caught him just at the tape, doing :05 4-5. Bliss was then shoved off by Lyman and with Dirnberger to get him going in the first 100 yards, finished the eighth in :16 1-5, a full second inside record time.

These trials were unofficial, and it was at once decided to make official trials for these distances in the afternoon. Mr. Combs was telephoned for and at 3:30 had the following officials at the track: Referee, George R. Curry; timers, J. S. Cline, Chicago; J. C. Combs, Nashville; W. S. Yarbrough, Nashville; judges, J. B. Clark, W. F. Anderson, G. S. Combs, all of Nashville. A. L. Atkins was starter.

### Two-fifths of a Second Inside Record.

Dirnberger did 100 yards from a flying start in :06 1-5 as a warmer, and at a second start, with Bliss to carry him part way, did :05 flat, two-fifths of a second inside Johnson's record time. Little Bliss needed no warming after his pacing efforts, and on his first attempt did :08 4-5 for 100 yards standing start. Bliss used a seventy-two instead of his usual sixty-eight and got away slowly. Another trial resulted in the same time, and as this was two-fifths of a second inside record, it was resolved to let it go at that, and Bliss went back for a start for the eighth-mile standing.

Like a hurricane he flew around the lower turn and finished in :16 4-5, a cut off record time of two-fifths of a second, but three-fifths of a second slower than his attempt in the morning.

Dirnberger failed to get the eighth-mile flying start by one-fifth of a second, although he had lowered it during the morning trials. Not a breath of air was stirring and the trials of the morning had some effect on the riding of the little speed merchants.



### Three More of Johnson's Records Broken.

NASHVILLE, TENN., Nov. 18.—Today's results:

Half-mile, flying start .....	:54
Third-mile, standing start .....	:38 1-5
Half-mile, standing start .....	:56 3-5

Three more records fell today, the half-mile flying from :55 to :54, the third-mile standing from :39 3-5 to :38 1-5, the half-mile standing from :59 2-5 to :56 3-5; the former by Dirnberger, the latter two by Bliss in a single attempt.

The day was anything but favorable. It was cloudy, and an ice-cold wind cut to the marrow both spectators and riders. Early in the afternoon Professor Landreth, of Vanderbilt University, came over and surveyed the track, doing his work so carefully that it delayed the record breakers fully an hour. It was 4 o'clock when Dirnberger came out for the flying half. Clarkson, the running horse, appeared and beast and man took a warming up. The start was delayed again to adjust the little dirt shield. The men got away nicely, Mr. Gilbert, a lighter man than Webster by sixty pounds, occupying the sulky seat. The speed was terrific and the scene intensely exciting. The horse was whipped to its utmost speed, but Dirnberger yelled, "Faster! Make the mule go faster!" The horse outdid itself, but just past the third it drew to one side. Mike started to go by, but the horse started again, and Dirnberger had all he wanted to do to keep at its side. The time, :54, was caught by all the watches. The one-third mile was timed, but was four-fifths of a second slow. This distance will be ridden again on Monday.

Twenty minutes for a rub-down and the horse came out for another half, with Bliss as a running mate. Bliss made a false start but the second time was shoved off successfully. He yelled for the horse to slow, which the driver did not do, thinking Bliss said to "go on," and Bliss, riding grandly, closed in and immediately began a torrent of yelling to go faster. His time at the quarter, :29 1-5, is one-fifth of a second faster than Tyler's time for the same distance; his time at the third, :38 1-5, is 1 2-5 seconds lower than Johnson's world's record time, and his half mile in :56 3-5 is a clear cut of 2 4-5 seconds off the half-mile standing start record held by Johnson, and ties Willie Windle's flying start record.

Bliss could have done better, of that there is little doubt; and Dirnberger could have ridden the flying half in :52 had the horse gone faster. He was sitting up straight for a large part of the distance. The men were pelted continually by dirt clods, which the narrow dirt shield did not stop. It was their first trial behind the horse, and the times are the more remarkable on that account.

Johnson's statement that a horse was not fast enough is laughed at here. Clarkson is being trained daily and is yet far from being in condition. A few days, or at the best a week, will see him fit, and then "look out."

### Bliss Nearly Gets the Standing Mile.

NASHVILLE, TENN., Nov. 20.—The third day's attempt at record breaking demonstrated the fact that another horse is needed to place the mile records where they should be. The day was calm and somewhat warmer. The attendance was large. It was 4 o'clock when Bliss came out for a try at the standing start mile. Trainer Lyman shoved him off far too slowly, and the horse galloped to the quarter in :33, before he was gotten under way. The second quarter was done in :26 1-5, when the horse perceptibly slackened. The three-quarters was done in 1:28 2-5, only a fifth second outside record. Here Bliss was yelling "Track," and an eighth of a mile from the finish left the horse and finished in 1:58 4-5, two-fifths of a second outside record. Bliss was not at all tired, but the horse had run the fastest mile ever run in harness in this section.

Dirnberger tried for the third-mile flying start. He gave the horse a start of ten yards and then yelled continually for him to go faster. His time was :36 1-5. Another horse will be secured at once, and two, if necessary, to pull the boys out to their full speed.

### The Rain Interferes.

NASHVILLE, TENN., Nov. 21.—Monday night it rained hard and this morning the record-breaking party waded through an inch of sticky mud to the judges' stand. It was tantalizing too, for it is doubtful if the track can again be used before the week's end—and Bliss riding but a fraction of a

second outside record to very poor pacing! The men work out every afternoon just the same, doing their practice work on a stretch of smooth roadway in the park. New quarters at the track have been secured. A large room in the pretty West End clubhouse, with a large open fireplace, plenty of high easy chairs, and comfortable cots, makes an ideal lounging place.

Another horse was secured at Cumberland Park today—one that is guaranteed to run inside of 1:50 to harness. The new acquisition and Clarkson, the horse that has been used thus far, have been placed under the care of Gilbert, the gentleman who drove the horse in both half-mile record trials. It was found that the horse Clarkson had received absolutely no care at the hands of the men who had agreed to see to him. With these two horses, the limit on the mile record seems farther off than ever.

At 5 o'clock this morning everyone was routed out by cries of "fire, fire," to find an adjoining house in flames. The Rambler volunteer fire brigade was at once formed, and, while the excited landlady broke all existing records for talking at a 1:47 2-5 clip, the other record breakers did valiant service tearing down fences liable to act as agents in the spread of the flames and in dousing the surrounding sheds with water from a small hose. Had the wind veered, the party would have been burned out of house and home.

### DENVER WANTS THAT MEET.

DENVER, COLO., Nov. 21.—J. A. McGuire, the new chief consul, is a staunch believer in Denver's ability not only to secure the '94 meet, but to handle it in a manner which will reflect credit upon Colorado and the west. It will now be in order for this division to "hump" itself with a typical western hump, and with such

a live, wide-awake, energetic worker at the helm as the present incumbent, we feel confident of success at the coming convention. One of Colorado's admitted characteristics is her "go-ahead-iveness." When she makes up her mind to accomplish a desired end, she usually gets there in a manner which strikes terror to the hearts of her competitors. We have made up our minds to secure that coveted meet, and the rest will be easy.

Volumes might be written upon the advantages which Colorado can offer to the National Assembly in February for bringing the meet to Denver, and when that august body convenes, our representatives will be in the field loaded

to kill, with arguments which can not fail to have their effect upon the assembly.

President Boles, of the Denver Cyclists' Union, has called a special meeting of the board of directors for the purpose of listening to propositions regarding the building of a three-lap cinder track. The managers of the Broadway Athletic Park are anxious to perfect arrangements with the union whereby they can put in a track on those grounds, and as the union has sufficient funds in the treasury at the present time to build a first-class track, some arrangements will doubtless be made at the meeting which will enable us to secure such a one as we have long been in need of, and which will be a necessity when our visitors assemble here next summer.

The incarnate inventive genius of the average New England Yankee has cropped out, to a remarkable degree, in the person of C. A. Rivers, the foreman of the Overman Wheel Co.'s shop, and if his ingenious device for inflating tires is not original, I am not aware of the fact. He has fitted up a forty-gallon tank in the basement of the store, and connected it with the engine, which keeps a constant stream of air flowing into the tank. In the top of this windy receptacle is an outlet connected with an iron pipe which runs up through the floor into the store above, and attached to the pipe is a small rubber hose long enough to reach out of the door and across the sidewalk. This hose is attached to the valve of the tire just as in the case of an ordinary pump, the stop cock is given a twist, there is a hiss of about two seconds' duration, and the tire is again ready for the next puncture.

A young man whose head was about two sizes too large for his hat, recently called at the store to show a country cousin 'how the machine worked; he made the connection without difficulty, opened the valve, and commenced a lengthy dissertation upon the advantages of this labor-saving device. Shortly there was a resounding report, the rattle of a bicycle falling into the gutter, a hiss as of escaping steam, and a surprised young man thoughtfully examining a bursted tire. When asked why he didn't shut the air off, he meekly replied: "I didn't know the blame thing was loaded."



"Clarkson," Bliss' and Dirnberger's Pacemaker.



## PERKINS TRIUMPHS.

**The Massachusetts Election Shows an Overwhelming Majority for the Present Chief Consul—Howard also Elected.**

BOSTON, MASS., Nov. 18.—There is plenty of "news on the Rialto," as Colonel Shakespeare says, this week. In the first place, the Massachusetts state election is over and the old administration is elected by a vote that is a magnificent and triumphant vindication of them and their records. Then as it never rains but it pours, there is another very good piece of news in the announcement in today's issue of the official organ that hereafter League members would receive it but once a month instead of every week.

Well, the longest and bitterest fight in the state for years is over, and the opposition, alias Messrs. Dean and McCausland, are snowed under so very deep that they are yet digging, digging diligently to the surface. Last Wednesday, at midnight, the polls were declared closed. Ever since then a returning board of seven, of which Abbott Bassett is chairman, has been

### Struggling with the 3,000 Votes.

It is a terrible job, as there are in all seventy-five names on the list and each ballot has to be verified to see that no one votes for more than thirty representatives to the board. They have just finished and it is now almost 9 o'clock Saturday evening. Abbott confided to me that his poor eyes were almost if not quite ruined with so much and so long-continued close application. Here are the official figures as given out by the returning board.

Vote for chief consul: George A. Perkins, of Cambridge, 2,070; Josiah S. Dean, of Boston, 782; majority for Perkins, 1,288.

Vote for vice consul: D. E. Miller, of Springfield, 2,755.

Vote for secretary-treasurer: Charles S. Howard, Boston, 2,255; Fred S. McCausland, of Somerville, 591.

The vote for the representatives is a fearful and wonderful thing. There were just seventy names from which to select thirty, and the consequence was that some of those who were sure of election got left, as many of the great unwashed voted for the first thirty on the list irrespective of person, and thus threw out many whose names had the misfortune to begin with the letters farther down the alphabet.

Here are the men elected to

### Govern the Old Bay State

for the next year, with their hailing place, and the number of votes they received:

Name and residence.	Vote.	Name and residence.	Vote.
A. D. Peck, Boston.	2,130	A. L. Ochs, Boston.	1,360
J. Fred Adams, Haverhill.	1,991	F. H. McKee, North Adams.	1,352
Sterling Elliott, Newton.	1,864	J. S. Dean, Boston.	1,344
Allen Swan, New Bedford.	1,671	L. W. Piper, Newburyport.	1,342
R. H. Allen, Fitchburg.	1,620	J. C. Kerrison, Beachmont.	1,335
C. L. Barker, Pittsfield.	1,598	A. K. Peck, Boston.	1,333
F. C. Dillingham, Everett.	1,597	J. J. Fecitt, Roxbury.	1,311
W. H. Williams, Springfield.	1,593	W. S. Doane, Winchester.	1,294
S. T. Williams, Malden.	1,523	P. C. Spring, Cambridgeport.	1,234
W. G. Kendall, Quincy.	1,519	E. B. Hutchinson, Andover.	1,211
Paul Butler, Lowell.	1,515	Frank E. Shite, Gloucester.	1,184
Paul L. Hassenforder, Taunton.	1,468	Henry Crowther, Newtonville.	1,180
Arthur W. Robinson, Charlestown.	1,430	A. O. Knight, Worcester.	1,146
A. B. Cooper, Boston.	1,397	J. B. Seward, Revere.	1,142
J. M. Linscott, Chelsea.	1,384		

The figures for the head of the ticket can be regarded as nothing other than a

### Verdict of the Common Sense

and the intelligence of the voters of the state. It was certainly a very bad time to nominate a list of officials who had no state record of any importance and put them against men whose records were not only clean, but great credits to their skill and brains in running the division. There were only personal dislikes and the urging of personal characteristics which could be brought forward against the old administration. But the verdict of the state has set aside the verdict of the nominating committee, which named one of its members for the office of chief consul and has placed on record its own verdict as being that of common sense, intelligent, true, loyal Massachusetts wheelmen, who know the past and the needs of the division.

In the first place, there were but 3,000 votes cast in round numbers. This means that while the unattached vote was far smaller than we had good reason to expect it would be, the club vote was singularly full, complete, and solid. While it is *not* true that the unattached are naturally less intelligent than the club members, it *is* true that club life breeds familiarity with division affairs. Therefore it will be seen that the greatest intelligence of the division has elected the executives.

Taking into consideration the relative vote for chief consul, Mr. Dean's 782 is a smaller showing even than the administration supporters conceded him. They thought he would poll at least 1,000 votes. Out of his total, it is safe to assume that 400 of them came from Springfield. It is tolerably certain that of the remaining 382, not more than 150 came from Worcester, where he was very weak. This would leave him 132 in Boston, his own stamping ground, where the administration conceded him 500 votes. Mr. Miller is the only man on the ticket who was absolutely sure of his election, as he had no opponents. Mr. Howard's vote of 2,255

### Is a Great Surprise

to the regular nomination faction as they expected that he would get in only by the skin of his teeth, if at all. But he ran ahead of his ticket by 185 votes. This shows very plainly that no matter how good a fellow Fred McCausland is,—and as a matter of fact there is not a whiter wheelman in the state,—the business members of the division preferred a man with a business record to a man without it.

The complexion of the elected board of officers shows sixteen in favor of the administration and fourteen against it. The Union Bicycle Club, through its president Eddie Lincoln, has been making deals on deals in this election. A very foxy move on its part was to nominate a complete list of representatives with many of their names beginning with the first letters of the alphabet. This had the effect of making lots of the unattached vote the first thirty regardless, and gives the new board a sort of opposition complexion. Still, as a ticket, the Union ticket was thrown down pretty hard. It now remains to be seen if the club representation will strengthen the board for administration, or weaken it.

### Results of other Elections.

The country members of the Illinois division proved that they could do a little hustling, when they were forced to it, by electing A. A. Billingsley, of Springfield, as chief consul by a rousing majority of 211; Charles E. Randall, the Chicago candidate, polled 446 votes against Billingsley's 657. A. D. Black, of Jacksonville, defeated C. H. Castle, of Chicago, for vice consul, by a vote of 610 to 487. Burton F. White had no opposition for secretary-treasurer. J. A. Erickson, A. W. Roth, G. L. Emerson, of Chicago, and Grant Newell, of Ravenswood, were elected representatives from the first district. The representatives elected in the other districts were as follows: George S. Webb, Aurora, district two; W. A. Connolly, Danville, district three; T. B. Smith, Pekin, district four; C. F. Vail, Peoria, district five; J. P. Fogarty, Springfield, district six; T. R. Bunting, Quincy, district seven; W. A. Powell, district eight; R. M. Starr, Jacksonville, district nine.

### New Jersey's New Officers.

The annual election of officers of the New Jersey division was held in Elizabeth. A large number of ballots were cast, and the frequency of the "scratches" made the counting very difficult. The following is the result: Chief consul, James S. Holmes, Jr., Newark; vice consul, A. D. Atkins, Asbury Park; secretary-treasurer, Theodore F. Merseles, Jr., Jersey City; representatives, Dr. T. N. Gray, Orange; Wm. A. Drabble, Newark; W. T. Holmes, Jr., Vineland; F. G. Wiese, Bordentown; A. C. Stevens, Paterson; F. N. Leavitt, Trenton; Dr. G. Carleton Brown, Elizabeth; Dr. C. B. Holmes, Rahway; Jos. D. McDermott, Freehold.

### Bob Holm Wins Easily.

ST. LOUIS, Mo., Nov. 20.—The division election is now over and the members have chosen Robert Holm to be chief consul for another term (making the fifth term in office for him). He received 304 votes to his opponent's (A. C. Davis) 181. J. P. Sidwell, of Kansas City, was elected vice consul, and Edgar S. Barnes, of Mexico, Mo., was elected secretary-treasurer. These two had a walkover, as they were the only candidates on the ticket for their respective offices. Missouri, having 800 members, is entitled to four representatives on the division board of officers, and the four following were elected out of a list of twelve candidates: M. J. Gilbert, St. Louis; E. P. Moriarity, Kansas City; Joe H. Kelly, Sedalia; W. P. Laing, St. Louis. The new officers will take up their duties on December 4, which is the date of the next division board meeting.

### Croninger is Kentucky's Choice.

The election of officers for the Kentucky division created little excitement because there were no contests. The following officers were elected: Chief consul, Ed H. Croninger, of Covington; vice consul, G. E. Johnson, of Louisville; secretary-treasurer, Owen Lawson, of Louisville; representatives, W. W. Watts, of Louisville; Edward Neuhaus, of Louisville.

### Mergenthaler Re-elected.

The Ohio election resulted as follows: Chief consul, A. E. Mergenthaler; vice consul, George Collister; secretary-treasurer, S. L. Gaster; representatives at large, Miss Kate Moore, H. M. Backus, M. A. High, W. C. Munro, George L. Ralston, George Edmandson, G. R. Prout, William Spreng, Charles L. Oberly, T. J. Kirkpatrick, A. H. Callahan, J. B. Griffeth, W. J. Ritchie, D. Dolley, Frank H. Chapman.

### The Gute Ticket Snowed Under.

The official count of the votes cast for the chief consulship of Michigan gives it to A. H. Griffiths by forty-five majority. Hines was elected vice consul and M. A. Gardner secretary-treasurer. The Gute ticket was snowed under. Each side has entered a protest, and the whole matter will probably be referred to the state board and by it to the national board.

### Milwaukee Division.

The Milwaukee division election resulted as follows: Chief consul, A. Cressy Morrison, of Milwaukee; vice consul, F. E. Pearson, of Madison; secretary-treasurer, Martin C. Rotier, of Milwaukee; representatives, H. Van Arsdale, of Racine; I. F. Strauss, of Ripon; W. W. Luebke, of Eau Claire; B. W. Park, of Madison. The vote showed that 136 members of the division had voted.

### In Minnesota.

The officers elected by the Minnesota division were as follows: Chief consul, M. L. Knowlton, of Minneapolis; vice consul, Dr. B. C. Cornwell, of St. Paul; secretary-treasurer, E. S. Gregory, of Winona; representatives, J. J. Williston, of Winona; Dr. F. Daigman, of Austin, and William G. Gallien, of Waseca.

### McGuire Chosen in Colorado.

The annual election of Colorado division resulted as follows: Chief consul, J. A. McGuire; vice consul, O. O. Stanchfield; secretary-treasurer, Harry M. Booth; representatives at large, D. L. McConaughy and H. Weber.





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GEO. K. BARRETT, EDITOR.

**HORSE PACED RECORDS.**

At Independence, Iowa, John S. Johnson corralled all records up to and including the mile. With the exception of the two records (flying and standing) for the mile, all the records were made with singles, triplets, and quadruplets for pacemakers. The mile records were made with the aid of a running horse and sulky for the first part of the distance for the sole reason that enough bicycle riders and machines were not available to carry him the whole distance, and it was found, even at that, that the horse was inferior to the wheelmen on the big machines as a pacemaker. Last year when this same rider made records that threw the whole cycling world into a flurry, the Racing Board told him that his records, if accepted, would be accepted in a class by themselves owing to the fact of his being paced by horses, it being supposed, presumably, that the horses gave him more assistance than bicycle riders could have done. The developments of this fall prove that the supposition was erroneous, and, so far from a horse being a better pacemaker than a triplet or a quadruplet, that it is inferior. Now in the light of this revelation it will be interesting to speculate what the board will do with these mile records of Johnson's. If they are accepted as regular records then the later records of Dirnberger and Bliss, at the shorter distances, must also be accepted as regular.

The Racing Board will, to put it mildly, be in a peculiar dilemma. If they follow what would seem the common-sense plan and accept them as regular records and as the records, they will have to stand criticism as having gone back on their previous stand of not allowing records not made in the "regular way." On the other hand, if they class all the horse paced records in a class by themselves, after it has been demonstrated that the horse as a pacemaker is inferior to the triplet or "quad," then they will be impeaching their own good judgment. It is hard to admit that one is wrong, but the board will be choosing the lesser evil by following the first named plan and accepting the horse paced records as if they had been made with the assistance of bicycles alone.

**THE C. R. C. OFFICERS' WORK.**

Spurred on by the criticisms of THE BEARINGS and other cycling papers, the officers of the Century Road Club of America got down to business some little time ago and the result is something tangible at last, in the shape of a neatly printed pamphlet containing the constitution and by-laws of the club, together with the rules governing road record rides, road racing rules, and rules governing century rides. The constitution and by-laws are comprehensive and well gotten up, and the road racing rules and those governing century rides seem to be all right; but as much can not be said of the road record rules, which entirely fail to touch on several important points; points, by the way, that were brought to public notice by THE BEARINGS. They fail to state whether a record made on a course that is down grade for a large part or the whole of the way will be accepted or

whether records must be made on an out-and-back course. A record made on a down hill course with the wind at the rider's back is not a fair record, yet the rules say nothing on this score. Neither do they say anything about the length of course that may be ridden. A hundred-mile record made on a half-mile boulevard course is not a fair record, but the compiler of the C. R. C. road record rules does not seem to have recognized the fact. There are other points of lesser importance that have not received attention, and altogether the rules give one the impression that their compiler knew but little of his subject, and took no pains to inform himself. Otherwise the little pamphlet is quite satisfactory. It certainly should be, for it is now more than eight months since the election of officers—the best part of a year.

**STRAY SHOTS.**

**Nesbit Defends Our Records.**

The records made by Windle and Tyler stirred up our cousins across the water and many are the criticisms made on the American system of timing. An article in a New York sporting paper, questioning the genuineness of the Springfield times, was made the basis for a long article in the *Cyclist*. Now comes J. R. Nesbit, editor of the *Scottish Cyclist*, who paid this country a visit this fall. He makes light of Swindley's article, and says:

"Swindley has fairly given himself away in a paragraph against American times. Tyler's standing mile and Windle's flying may or may not be admitted by the L. A. W. when they come to be examined, but even the wish that is father to the thought should have precluded Swindley from quoting the balderdash that a New York sporting paper has printed. Fancy a writer asking, 'Why do these men make shies at the records at the end of the season, and fail to accomplish these remarkable performances in competition?' . . . If these men are consistent performers, why do not their public trials justify their speed reputation in private?' And fancy the authority who approvingly repeats such stupid questions! Step forward, novice of a year, and enlighten your blind leaders. American methods of timing are not the best, but there are usually a sufficient number of decent men around with watches on, who can check times given out by the engaged. And if the riders are seeking records in the interests of makers, depend upon it the opposition shop is there to see fair play. Having seen American riders in American climate on American half-mile tracks, no sane man would longer doubt the possibility of American times being faster than British. We only desire to see stricter timing methods, then there can remain no possible shadow of doubt whatever."

Mr. Nesbit is free from that prejudice that seems to affect every Englishman when new records made by our riders are announced across the herring pond, and reviews the situation like a sensible man should.

**Illinois' Chief Consul.**

The election in Illinois this year was one of the most spirited that the division has ever had. Billingsley made a strong fight for the chief consulship and won by a good majority. That he will make an excellent executive is a question of which there is no doubt. He has always shown himself a hard and efficient worker in the League, and well deserves the honor that he has now attained. THE BEARINGS favored Randall for the position on what would be termed personal grounds. The campaign, unlike that in many of the states, lacked the smut of personal vituperation, and has been cleanly and honorably carried on; and all good members of the division, whatever their personal feelings, are satisfied that there has been elected an officer who will prove a credit to the division.

**Hillier Defends the Ladies.**

G. Lacy Hillier has come to the front and is bravely wielding his facile pen in defense of the ladies who desire to wear a masculine costume while riding. He argues that horsewomen "have costumes of which knickerbockers form an essential and important part; tennis players and lady golfers—to say nothing of lady swimmers—require to be attired in a manner which may lessen their physical inferiority to men, and if so, why should there be a special law for cycling? Even Lancashire and Midland coal-pit women are not denied the privilege of wearing trousers to aid them in their work, while outside England one does not need to go far east to find the divided skirt, or Turkish trousers, in everyday use." The ladies have a champion in Mr. Hillier, who will defend them to the last gasp.

**This is Encouraging.**

The president of a street railway in Louisville told a newspaper man that the bicycle was hurting his business. Said he: "Bicycles have taken a great many passengers away from us since they came into such general use. A great many business men now ride them regularly. By the way, there is one thing that I have noticed in particular, and that is while, as I said a moment ago, many of our most prominent business men walk down, the clerks and other minor employes of theirs always ride. They seem to have more money to spend on car-fare than the men for whom they work, if one judges from the way in which they throw it around."

Arthur H. MacOwen, one of the old-timers, and the present editor of the *American Athlete*, is a prominent candidate for the nomination of alderman from the twenty-fourth ward in Philadelphia. The wheelmen have promised to support him and his chances of success are good. Pure water, cheaper and better gas, and better highways form MacOwen's platform.



# THE WHEELMEN'S THANKSGIVING DAY

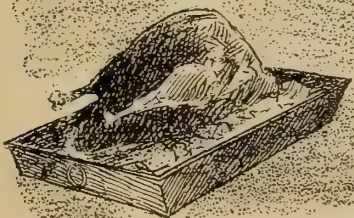


Come gather around the festal board,  
Nor mourn the declining year;  
Our record harvest, a goodly store,  
Will add to Thanksgiving's cheer.

We fear not the winter's rude alarms,  
Nor call it a season dreary;  
Eternal summer would lose its charms,  
Eternal autumn would weary.

So fill your glasses and drink a toast,  
Good fellowship's compact sealing,  
To the sport of sports that we love the most,  
The jolly, good sport of wheeling.

Geo. K. Barrett.





## O. A. M.

**Once a Month—League Members Will Get the Official Organ Only That Often—Their Contract to be Changed.**

BOSTON, MASS., Nov. 18.—Here is a piece of news which is the talk of all the wheelmen in town. It is regarded everywhere as an attempt of the *Bicycling World* people to break away from the L. A. W. For two weeks now they have advertised on their editorial page that their total circulation was 43,608. Of this total, 36,150 were L. A. W. names. The other 7,458 were independent circulation which they have acquired themselves, and I understand that their premium venture netted them very handsome returns in the way of increased circulation lists. Well, the League membership has grown now to such very large proportions that every new name added to the list means additional outlay and financial loss to the Wheelman Co. I am told that the annual bill for white paper and postage is \$20,000.

The announcement is as follows:

### To the Members of the L. A. W.

In view of the acts of several of the divisions in relation to the establishment of division organs, in fact or in name, it may become necessary to change to some extent the conditions of the present contract with the Wheelman Co., and one result may be that but one issue of the *Bulletin* will be sent to the members during each of the coming months up to the meeting of the National Assembly.

Whatever action is taken by the executive committee will be subject to the approval of the National Assembly at its next meeting. This explanation is made in order to account for the possible failure of members to receive more than one copy of the *Bulletin* in the months of December, January, and February.

Respectfully,

CHAS. L. BURDETT.

President and Chairman Executive Committee.

November 14, 1893.

### Editorial Comment Follows:

The foregoing letter from President Burdett is self explanatory, and needs but a word from us to emphasize the fact that the responsibility of a possible discontinuance of the weekly organ must rest with those divisions and officers which have violated the contract with this company for the publication of the official organ. For months past this company has been carrying the contract, though violated, in the hope that the executive committee would be able to carry out the same, and further, our desire not to embarrass the L. A. W. in its work has prevented final action. We are sorry to say, however, that though the executive committee has endeavored to protect us, their effort has been without avail.—ED.

It will be seen from this that the executive committee has made a sort of verbal agreement with the company that this thing may be so, and that only once a month shall the L. A. W. members see the copy of the *Bulletin*. They say, as does the note of the editor, that it is the action of certain divisions in establishing division organs which has led them to this step. As a matter of fact, they are tickled to death for this loophole to crawl out of in the matter, so that they may be relieved for a time at least of the

### Millstone of the 36,000 League Circulation.

As one of the editors said this morning: "We expect further developments later on." What those developments are is very plain. They expect that at the next meeting of the National Assembly, in February, the assembly will annul the contract altogether and leave them to go their way undisturbed and make their nice little money out of their 7,458 independent circulation.

The note of Editor Foudrinier says that the discontinuance must rest on those divisions which have started division organs. This means Pennsylvania. It is safe to say that Pennsylvania is patting herself on the back tonight with unholy glee to think that she has at last made the *Bi. World* do a dance. And all the while Editor Foudrinier is having

### A Nice Quiet Little Chuckle

as he thinks of his delicate deceit in making the members of the L. A. W. think he is sorry for them that they have got to be without the official bulletin for three weeks out of the four. Sorry! well I guess not! He thinks he is lucky to have such a plausible reason for thus emphasizing the announcement of the president.

Sterling Elliott has been appointed the chairman of the committee on League publications by President Burdett. This committee will doubtless struggle with the present question, and then give it up in fine despair. By the way, the chairmanship of that auditing committee which President Burdett promised to J. Fred Adams, of Massachusetts, has been given to A. C. Willison, of Maryland. I suppose Burdett will deny that he ever promised the chairmanship to Adams, but he undoubtedly did, and I have proof of it.

### Ex-Publisher Zink is Arrested.

Henry Zink, ex-publisher of the *Southern Wheelman*, Louisville, has been placed under arrest by Uncle Sam, charged with sending obscene literature and pictures through the mails. Zink, it is said, has admitted his guilt. The penalty for this crime is a fine of from \$100 to \$5,000, or imprisonment of from one to ten years, or both, in the discretion of the court.

### Died From His Injuries.

ATLANTIC CITY, Nov. 17.—Samuel Bowen, aged seventy-four, a prominent resident of Leedsport, this county, died yesterday from injuries sustained from being run over by a bicycle more than a week ago. The rider of the wheel is unknown.

## WHAT MILWAUKEANS ARE DOING.

MILWAUKEE, WIS., Nov. 21.—The retiring and the newly elected officers of the Wisconsin division will probably be tendered a reception by the local wheelmen on December 1. The new officers are to be installed on that date. Heretofore no formalities have marked this occasion. Inasmuch as the chief consul and the secretary and treasurer are local men, and the retiring chief consul, W. L. Simonds, is also of this city, it has been suggested that a celebration be held. The bicycle sport has grown to wonderful proportions during the term of the retiring officers and the "boys" feel that they would like to show their appreciation of the good work that the officers have done. The plans for the reception have not been entirely completed, but it is proposed to invite all the wheelmen in the city and state. The installation will take place at the clubhouse of the Milwaukee Wheelmen. If the affair proves a success, it is proposed to continue the event annually. The matter is to be brought up at the next annual meeting of the division and a movement started providing for an annual installation and winter social meet.

The officers of the Wisconsin division, L. A. W., will probably meet at the clubhouse of the Milwaukee Wheelmen early next month to discuss plans for the ensuing year. The sport next year promises to be more interesting than ever. At the meeting particular attention will be given to the state meet of '94. There is considerable rivalry among the cities in the state to secure the state meet. Madison has been after it for the past three years and although it has been unsuccessful, is again in the field with more zeal than ever. Eau Claire will also work hard to get the plum. It has the backing of all the northern riders and will be a dangerous competitor for Madison. Ripon secured the meet last year and the riders made things so lively for the natives up there that the city has again put its "hustlers" in the field; but there is little show for the town.

Walter C. Sanger, Milwaukee's champion, who was hurt at Waukesha by falling off a windmill and piercing his groin by a nail, is recovering from his injuries. No serious after effects are anticipated from the fall. Sanger will be seen again on the track next season, reports to the contrary notwithstanding. During the winter he will devote much of his time to skating, which exercise will keep him reduced in weight.

There is some talk among the North Side Club and the Wheelmen of organizing polo teams this winter. No definite plans have been made.

The North Side Club will hold a road race over the Whitefish Bay course on Thanksgiving Day. Six turkeys and a booby will be the prizes. The riders may have to travel along in a foot of snow.

The Wheelmen gave an entertainment at their clubhouse on Saturday evening. The following proposition was debated at the close of the entertainment, "Utilizing Convict Labor for Improvement of Public Highways." The discussion was led by W. L. Simonds, M. C. Rotier, F. J. Morawetz, and H. P. Andrae. The gentlemen all agreed that something ought to be done to improve highways, but did not all agree that convict labor was the right labor to employ, because it took away work from the citizens. Debates on similar subjects during the winter will be participated in by wheelmen.

The Winnebago Wheelmen, of Fond Du Lac, Wis., are talking of building a \$500 track in their city next season. The sport has secured a hold on the town and the membership of the Wheelmen is steadily growing. An effort will be made to secure the state meet there next season.

The Bay View Wheelmen, one of the recently organized clubs, will shortly give a hard-time smoker. It is proposed to give three prizes of equal value. One is to be awarded for the "toughest tough," another for the typical looking tramp, and the last for the best female impersonator. The affair will be held at the clubhouse. Hard-time smokers seem to be the fad among the clubs this winter. The Milwaukee Wheelmen first introduced the idea in this city some years ago.

### Magnificent Weather in Kansas.

KANSAS CITY, MO., Nov. 20.—Street and road improvements in Kansas City and vicinity have probably done as much to popularize cycling as the pneumatic safety. This section is all hills, and up to within two or three years ago the streets and roads were poorly paved or not paved at all, and in horrible condition most of the time. Today there are over twenty-five miles of asphalt in and about the city and six well-paved macadam roads—each from six to eleven miles in length—diverging from it, which permit of good riding all the year round. The late fall is always the best season for us. The weather is fine and cool and the country roads hard and smooth. Last Sunday was a superb day for riding and almost everybody who had a wheel was out. A contingent of the Kansas City Cyclists went to Raytown in the morning (twenty miles) and in the afternoon a large crowd went to Indian Creek, a twenty-four-mile run. A card issued by the K. C. C. gives club runs up to January 1; also a series of indoor entertainments. The third annual hare and hounds is scheduled for Thanksgiving Day.

### He was Willing.

*She:* Dearest, will you just wait here by the door for me while I run in and match this bit of ribbon?

*He:* Certainly, sweetness! (His wife disappears.) Good enough! now I'll just run over to the track and see the races, and still get back before my wife comes out.

A quarter in :34, a half in 1:09, and a mile in 2:27 3-5 are the present Utah records.



## SKINKLE RETAINS THE OFFICE.

The Trouble in the Cleveland Wheel Club Amicably Settled—Strange Story of a Stolen Wheel.

CLEVELAND, OHIO, Nov. 20. As we predicted some time ago, the meeting of the C. W. C., November 14, was not of a very frigid nature. Skinkle came to the meeting armed with a hugh roll of typewritten manuscript in which he presented his grievances to the club. He came "loaded for bear," and he got his game. After he had finished, each member of the auditing committee—excepting the chairman, who was not present—got up and made his little speech. Then some of the members took a hand in the game. About two hours were consumed in useless arguing, in which time the auditing committee endeavored to show that nothing personal was intended in their report. Finally some one moved that Skinkle's resignation be declined, and that the auditing committee be permitted to withdraw their report until the next meeting. This was done to enable them to eliminate the objectionable (to Skinkle) features. The motion was carried unanimously, and "Pop" Skinkle still holds down the president's chair in the Cleveland Wheel Club. The resignation of Crawford, the first vice-president, was accepted. It was generally supposed, as the daily press had so stated, that Crawford's resignation was handed in through sympathy for Skinkle, but such is not the case, as it was dated several days previously.

A stolen wheel belonging to Geo. Myers, of the C. W. C., has been recovered under peculiar circumstances. Some four weeks ago a young man registered at the Prospect House as C. A. Merrifield, Boston, Mass., and paid for a night's lodging. He had no baggage except a small grip. The following day he took his meals there and the second day brought in a wheel and requested that it be put in a safe place. As the days went by and there were no signs of any settlement the landlord interviewed the young man and was told that he had no money, but was expecting a remittance from his brother in Boston by every mail. Putting the cycle in a safer place the landlord awaited events. The remittance failed to come and the bill had reached \$25 when the young man made a proposition which was that the landlord give him \$13 with which to buy a ticket to Boston; hold the wheel for a few days, and he would send him a check for \$45, which would allow him \$7 for the use of the money. This the landlord assented to, and the last seen of the star boarder he was on a dead run to catch the Buffalo boat. The next day Boniface thought he would take out the wheel and have a ride. He had no sooner gotten it out of the building than it was recognized by a passer-by who informed him that it was stolen and told him the name of its owner. A little telephoning satisfied the landlord, and the bicycle is now in the hands of the police. The thief was traced to Olean, N. Y., through a letter received by one of the dining-room girls at the Prospect House, and he is now behind the bars and with poor chances of getting an opportunity to steal another bicycle for a year or two.

A couple of weeks ago we wrote a history of a race Mr. Myers had after this same wheel, and it now appears that the landlord's son had it out for a spin upon the day in question.

### Discovered an Impostor.

On Tuesday of last week a young man of pleasing appearance and manners presented himself at the clubhouse of the Cleveland Wheel Club and introducing himself as Mr. Hall, of the Press Cycling Club, of Buffalo, N. Y., proceeded to work himself into the good graces of the boys. Mutual acquaintances were remembered and discussed and Hall was voted all right. In the evening he visited the Lakesides and repeated his conquests. He had registered at the Hollenden, the best hotel in the city, and this was another thing in his favor. On Thursday afternoon he rented a wheel from W. U. Taylor, the Erie street cycle dealer, and returned it the same day. On Friday he again rented a wheel and neither the machine nor the man have been seen since. An inquiry at his hotel, where he was registered as F. William Hall, New York, revealed nothing but an unpaid bill. Mr. Brobst, the hotel manager, is a member of the C. W. C., and to satisfy his curiosity he immediately telegraphed to the Press Cycling Club to find out if they had a member named F. William Hall, and the answer was "no."

Two colored amazons—Mollie Jones and Minnie Woods—who were arrested some time ago for assaulting and robbing Orrin E. Shorb, a C. W. C. member, received sentences of five and five and one half years respectively. The judge said that many bad traits combined in their characters to justify the heavy sentences. The women were discharged in the police court for lack of evidence, but were afterward rearrested with the above result.

Merchants on Superior street between the square and Water street have decided to try the experiment of cleaning the street at their own expense and show the city authorities how the business should be done. They will employ men with barrels upon wheels to collect all the dirt, sweep up the dust and scrape up the mud. The plan meets with the approval of Director Farley, but the department has no funds with which to carry it out.

C. G. Merrills, of the C. W. C., started Sunday morning for the 12-hour road record. He made Geneva, fifty-two miles, in 2:57:00. On the return trip the wind was strong and dead ahead, and he reached the starting point in a few minutes over 7 hours from the start. The attempt was then given up, the wind having increased to a gale.

R. M. Barwise, secretary-treasurer of the Chicago Cycling Club, has entered suit against a number of delinquents. Last Saturday he obtained judgment against one of them. Now that a precedent has been established the cycling clubs of Chicago will be able to collect back dues.

## OUR LONDON LETTER.

LONDON, Nov. 11.—The fever for records is at length subsiding. On Tuesday evening, at Herne Hill, F. T. Bowen, of the Mid Surrey and Catford clubs, lowered the world's tricycle records from two to five miles inclusive, his time for two miles being 5:09 4-5, as against his own previous best of 5:11 4-5. While his five-mile time was 12:59 2-5, the previous best being Lewis Stroud's 13:01 1-5. Pem Coleman timed.

Hillier has scored heavily over Lesna's rejected record for 24 hours. In the last number of *Veloce Sport* it was announced that the French records' committee had refused to pass the record, the timing and scoring arrangements being adjudged unsatisfactory. In this week's *Bicycling News* Hillier is exultant, and in a sarcastic open letter to Maurice Martin asks for an apology. He states that a few hours after the record was made information reached him in this fog-girt isle which led him to suspect something was wrong. Events have proved him right, and the world's record for 24 hours comes back to F. W. Shorland.

E. Oxborrow, the professional, now in the employ of Humber & Co., rode twenty-five miles on the road on November 1 in 1:04:00.

We are on the brink of an

### Upheaval in the Cyclo-Journalistic World.

*Bicycling News* will appear next Friday in the form of a newspaper—an ordinary evening newspaper, I am told—and before the end of the month will lose its present editor, E. H. Godbold. It is rumored that F. T. Bidlake (Eftibi) will be the new editor, but this statement must be received with reserve. The journal will appear weekly in its new form and continue to accept advertisements, but will be conducted with less attention than formerly to trade interests. This is absolutely all I know at the moment of writing.

*The Cycle* will be the title of R. J. Mecredy's new journal, which will be published in London about December 1. Mecredy will be editor, E. H. Godbold associate editor, and C. P. Sisley business manager. With regard to the last named, readers of THE BEARINGS will remember that I announced Sisley's intention of starting a new journal about a year ago. Although at the time his plans were altered, we now have definite information of the scheme then vaguely indicated. *The Cycle* will be unique among cycling papers (excluding B. N., I presume). It will be run on newspaper lines and is expected to pay on circulation instead of by the aid of its advertisers. It will take advertisements, but give no trade puffs. Its aim will be the guiding, instructing, and amusing of its readers. If well produced I think the new journal will command support on account of its independent lines, notwithstanding the already large number of wheel journals in existence.

*To-Day*, a new weekly journal produced by that popular young writer Jerome K. Jerome, appeared for the first time yesterday. If the N. C. U. will permit Shorland to meet the French professional, Lesna, in a 24-hour race on a London track next spring, the proprietors of *To-Day* offer a challenge cup (value \$525), to be won on a single occasion. This is an offer which I think will not be ignored. There is a precedent for such a competition, as in 1880 the Union allowed an amateur to meet a professional.

C. W. HARTUNG.

### Zimmerman & Co. at Savannah.

SAVANNAH, GA., Nov. 16.—The arrival of Zimmerman, Wheeler, and the Banker brothers last Tuesday caused no little excitement, and since that time the local riders have been entertaining them. The cracks were met at the steamer by nearly all the prominent wheelmen in town, and that evening, escorted by a band of six pieces, the crowd saw the sights. They were kept busy way into the "wee sma' hours." Tonight the local riders gave a lantern ride down the shell road to "Thunderbolt," where any number of oysters were disposed of.

Wheeler left today for New York, from which point he will sail Saturday for Europe. He expects to be gone for a year. Zimmy will go to the exposition at Augusta and will be there for about three weeks. He will then return to Savannah for a few weeks. The Banker brothers are in the south on a "pot-hunt" and will ride at the Augusta races, November 22-25.

### Wheeler Sails for England.

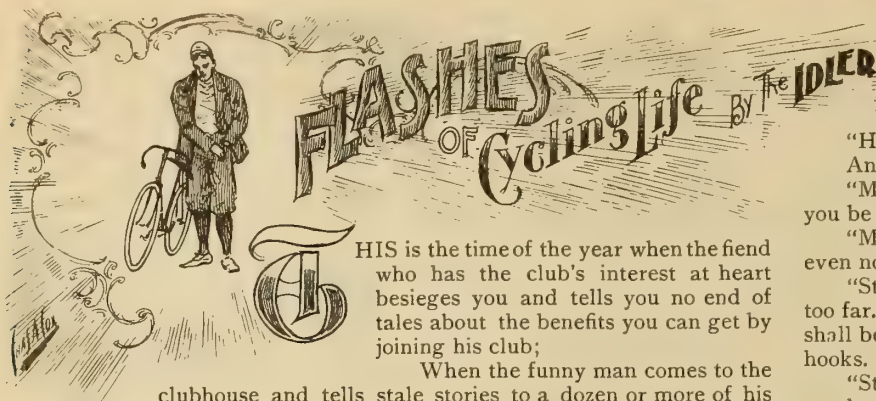
Harry C. Wheeler sailed last Saturday, on the Etruria, for England. He goes first to Nottingham and then to spend the winter in France and Italy. Wheeler will remain abroad for a year or two and expects to push his Raleigh past all the foreign professionals. He was very fortunate this year in the cash prize races, winning \$3,150 in prizes, but expects to do doubly as well on the other side.

It is murmured that Wheeler will not be alone in the hunt for glory and French gold. Two prominent amateurs—Crooks, of Buffalo, and W. F. Murphy, of the N. Y. A. C.—say they will leave for Europe at no distant day and star as full-fledged "pros." Murphy is daily adding to his vocabulary, under the able assistance of a prominent tire manufacturer, such Gallic phrases as will assist him in the search for good hotels, etc.

### N. C. A. Men Plan a Trip to Cuba.

It is said that W. C. Bryan, formerly trainer of J. W. Schofield, is organizing a band of cash-prize riders to go to Havana this winter and ride at a series of race meets arranged by the Cubans. C. W. Price, Harry Wheeler, H. Kanaska, A. B. Rich, J. S. Starbuck, Jack Prince, C. W. Dorntge, and H. Bartholaemew will compose the party it is said. Bryan has written to Milwaukee asking Kanaska to go.





THIS is the time of the year when the fiend who has the club's interest at heart besieges you and tells you no end of tales about the benefits you can get by joining his club;

When the funny man comes to the clubhouse and tells stale stories to a dozen or more of his fellow members, who laugh now and then, not at the funny man's stories, but at something else which his stories remind them of;

When the conscientious and hard working road rider begins to think how much his dealer will allow him in trade for his old wheel, and how he can save enough money wherewith to pay the balance;

When the tough man thinks about getting up some especially disagreeable way of riding the old year out and the new year in;

When long-distance road men lie awake at night and work up stories of impossible adventures with road hogs and of hot scorches in which they traveled not a whit less than twenty miles to the hour;

When the political pot begins to boil;

When the maker's amateur lolls back at his ease and takes life with a bit of a stick in it;

When the maker himself thinks it is time to tell the world what sort of a wheel he is going to have next season;

When the English cycling papers are loaded to the muzzle with endless stuff about two big shows held in London during the winter;

When the chest pulleys in the gymnasium are greased to run smooth—

And of many other things which are crowded out of this issue for want of space.

#### Only an Idea.

"Ideas move the world." I thought of this old stock-in-trade saw the other day as I looked at a young man scudding along the boulevard on a brand-new bicycle.

Guttenberg had an idea that the letters of the alphabet engraved on movable blocks might make writing easy or unnecessary. The result of this idea is the Hoe or Bullock or Potter perfecting press, with all that it means—daily newspapers, countless millions of cheap books, circulating libraries, and THE BEARINGS.

Jimmy Watts had an idea that if the power of steam could lift the lid of a kettle it could make a wheel turn round. The result is that a man can come to Chicago from London in six days, and the whole revolution of industry.

Morse had an idea, and the result is the telegraph.

I do not know whose idea it was that forward motion would hold two wheels, one before the other, in equilibrium, but we all know the result of that idea. It is the last of the really great ideas, and it asks contributions from almost all the rest. All the mechanical arts and sciences flow into the art that builds a bicycle. The bicycle principle itself hangs on a natural law that encompasses the infinite universe.

#### The Right Sort of Candidate.

Has any one of the numerous candidates for the League presidency the courage to come out and say: "Yes, I want to be president of the League. I think it is a great honor and I am by no means averse to accepting the place if it is offered to me. I have an idea that to be at the head of a great body of American citizens, numbering something like 50,000, is by no means a small or undesirable thing and I think that any man who has the position can do the League great good and himself great honor if he puts his shoulder to the wheel. I will, if I am made president, do all in my power to give dignity to the League; push the interests; make its influence felt in those quarters from which we have most to ask; unite all the members in common interests; let legislatures know we have power, and centralize that power as far as is possible; and direct the growth of the League to the best of my ability. I would like to be president, and I don't care a snap for the enmities I may make in the pursuance of the policy I have outlined."

Any candidate who will do that will find thousands to flock to his standard. And he need be no demagogue at all.

#### Quite Another Thing.

It has often occurred to me that if bicycles were in vogue in the time of Aaron and Moses what an easy thing it would have been for the chosen people. As it was, it took them forty years to go from the land of Goshen to Kadesh-barnea—a good two days' run for Tommy Stevens.

#### Had Him in Her Power.

"Villain, do your worst. I defy you! The lady has consented to be mine. Mine, do you hear?"

As Percival de Quincy Flannagan uttered the words with which our story opens he glared at the villain fiercely and dusted a few grains of complexion powder from the lapel of his dress coat.

It was the night before the big road race and Violet Hanrahan was entertaining a few of her friends in her father's palace on the boulevard.

She had that day rejected Reginald de Buskirk for Percival, and the former, whose only means of support was in his legs, had determined to break her proud spirit at all hazards. And so he scowled at the handsome young man, and then spoke as follows:

"Ha! ha!"

An hour later the villain met the young lady in the conservatory.

"Miss Hanrahan," he said, approaching her, "once again I ask you will you be my wife?"

"Mr. De Buskirk," she replied coldly, "you have had my answer. I am even now pledged to another."

"Stop, me proud beauty," he hissed through his teeth, "do not urge me too far. You are trifling with a desperate man. I tell you, you must and shall be mine," and he made as though he would take hold of her bread hooks.

"Stand back!" cried the young woman, shrinking from him. "Do not touch me! Do not lay a nail on me—villain!"

"Violet Hanrahan," he replied, "beware! You little know Reginald de Buskirk if you think you can give him a game of flim-flam like this. I tell you, woman, rather than give you up I would lose my chance of winning the time prize tomorrow. I would quit the track forever; I would—"

While he spoke a strange light came into the eyes of the fair young girl whom he addressed. Quick as a flash she touched a button, and James, the footman, appeared as by magic.

"James," she said, "go to the stable and send Jimmy Duffer to me at once."

The man disappeared and soon returned with an undersized young fellow to whom she pointed out the villain, saying:

"Do you know this man?"

Reginald turned pale. "What! You here?" he exclaimed.



"Why, in course oi knows 'im," returned Jimmy. "'E's the man oi trained fer to race against Winall the professional."

"Do you hear?" cried Violet, turning on the cowering form of the villain. "Now go! your secret will be safe with me."

And as Reginald went down the front steps Violet could be heard saying to herself softly, "And he never touched me."

#### In the Womb of the Future.

"What's Johnson's fastest mile?" asked Bsmith.

"He hasn't made it yet," answered Bjones.

#### Mary Thought he was Crazy.

"Come, now," said Philip Pedal to the housemaid as he entered the breakfast room, "sprint a bit, can't you, and get that coffee here."

"What?" said Mary.

"Push a pedal," said Philip, "and hustle in breakfast." Mary fled to the kitchen, not for breakfast, but *en route* to the upper regions.

"Was Philip crazy?" she asked of Mrs. Pedal. Mrs. Pedal thought not, but with maternal solicitude she went to see. Philip sat at the breakfast table reading the morning paper.

"Come, now," he said to Mary, whom he saw following his mother, "don't back-pedal; get a move on you, will you?"

"Give him his breakfast, Mary," said Mrs. Pedal. She had seen at a glance that he was not crazy, but was simply suffering from that delightful affliction of youth and cycling, a good appetite, aggravated at that moment by the account of some races he was reading.—*Cycle Record*.

#### St. Louis Is Beginning Early.

ST. LOUIS, MO., Nov. 20.—Two hare and hounds chases are on the tapis here, one for Thanksgiving Day, held under the auspices of the Missouri division, and the other on December 3, held by the St. Louis Cycling Club.

A meeting of the prominent local wheelmen was held here last Saturday evening to discuss and arrange ways and means to give a big tournament in '94, and get a date on the circuit. Nothing definite was arrived at, but the matter is being thoroughly agitated, and it is about a certainty that St. Louis will be in line next year.





# The... Columbia

## STANDARD BICYCLE OF THE WORLD.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel.

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



## JOHNSON AND HIS RIVALS COMPARED.

Another chapter, and perhaps the final one, has been written in the history of record breaking in the year 1893, and Father Time's foremost opponent—John S. Johnson—retires for the present with the proud consciousness of having eclipsed all his competitors, and placed the short-distance records where there is little likelihood of their being disturbed for some time.

If we take the five men who are admittedly the leading flyers,—some because of their work in competition, and others by reason of their record-breaking work,—Zimmerman, Sanger, Tyler, Johnson, and Windle, we find that each one has strong and weak points, and that all have different styles of riding and go about whatever work they have before them in a widely dissimilar manner.

Zimmerman and Sanger are hunters of men, and their greatest enjoyment is derived from the fierce battle they wage against their fellows. Both possess that soaring ambition that brooks no equality, and the sight of a rival who aspires to displace them from their high estate is to them as a red rag to a bull; to conquer him is a congenial task, to the accomplishment of which they devote every energy. Neither of them possesses in any marked degree the qualities necessary for a battle against time, Sanger being much more deficient in this respect than Zimmerman. Theirs is the courage and nerve to meet and defeat men, and the greater the demand made on these qualities, the more readily do they respond. They are

### The True World-Beaters;

the men who, no matter how fast another man rides, want only to be pitted against him to beat him over the tape, and thereby surpass themselves.

Between Tyler and Windle, too, there is some resemblance to be traced. The former excels equally in competition and against time, while the latter is best when pitted against the grim scythe-bearer. Both, however, possess that quiet determination to accomplish whatever object they have in view, which insures success. It is given to them to possess the patience necessary to lie in wait, perhaps for weeks, for a favorable opportunity to make attempts on the records; and when it does present itself, to take advantage of it to the uttermost. To their credit it must be said that they taxed to the full all the known resources of the art of record breaking, and even improved upon them. It was not their fault that they did not foresee that the record-breaking season was not to close shortly after the racing season did, or that Springfield's half-mile track would prove inadequate to the speed demands made upon it. Should they decide to go south and make an effort to regain their laurels,—as it is said they contemplate doing,—the western conqueror may yet pass some uneasy days and nights; but the chances are that nothing very startling will be accomplished.

It has become so much the fashion to wax enthusiastic over the remarkable work of Johnson that there is some danger of that young man's head swelling, unless he is so accustomed to the plaudits of the multitude that he takes them as a matter of course. During the past year he has occupied a great deal of the public's attention, and as he has been extravagantly praised by some, so he has been soundly belabored by others, until it has become a difficult matter to judge him correctly. First and foremost, we do not think that even his friends will claim him to be equal to Zimmerman, Sanger, or Tyler when it comes to a race, man against man. In spite of the fact he has this year showed an immense improvement over his last year's form in this respect, and with all necessary allowance being made for any possible staleness that may have resulted from his hard work early in the season, it was demonstrated beyond cavil that he was overmatched when pitted against such giants as Zimmerman and Sanger. There were times, it is true, when he was able to snatch a victory from one or the other, but on such occasions there was some reason for the victory which prevented its being considered a

### True Test of the Men's Form.

So much was this accepted as being true, that at the end of the racing season Johnson could no more than get a place in the first five men of the year.

To advance at one stride from this position to that of holder of all world's short-distance records is a remarkable feat, and it is no disparagement of Johnson's work to say that it was only possible with the extraordinary means which he called to his aid. His abortive attempt at Minneapolis, on a mile track and with the able assistance of his corps of pacemakers, proved this, and the only resource left was to betake himself to Independence and ascertain whether that track was still his mascot.

Johnson's work at Independence is too well known to need recapitulation. Suffice to say that he dispensed with the services of the wind-shield used a year ago [He used the same piece of canvas that he had last year.—Ed.] and found equally efficacious aids in his triplet and quadruplet, manned by speedy riders; not to mention the running horses, which were not as necessary as before the introduction of the many-seated pacing machines. With their assistance, and that of the fastest track in the world perhaps, Johnson was able, after repeated attempts, to score a complete success, and annex to his name a full list of records from a mile down. It must be confessed, too, after all is said, that much the greater part of the credit of his performances is due to himself, and to his really marvelous riding. He persevered in the face of rebuffs that would have daunted most men, and kept pegging away as if there could be no such thing as failure. A type entirely distinct from his principal competitors is Johnson.

### He Is an Athlete, Pure and Simple;

one who is able to use his physical powers the year around, with no danger of having tired nature cry quits. Most other men find the bicycle season a long one, and not a few end it in a very demoralized condition, both physically and morally. Not so Johnson, who can turn from a riding season of unexampled length to a skating season that occupies the remainder of the year, and seemingly without suffering any evil effects from either. In these respects the man himself is as unique as his riding, and we can but admire, while we wonder.

Pitted against men—the best men—he shows up poorly, unless the race be a driving one from start to finish, or one for which he has saved himself as for one mighty effort. But let his competitor be Time, with all the artificial aids arrayed on his side, and he is at his best. Then comes into play that dogged determination to follow where any one leads, and to blaze a way that others may follow, or even surpass, but in which no one can share with him in the glory of being the pioneer.

As to the authenticity of his records there will be no further doubt. Our English friends may have a few misgivings, but no one in this country will venture to question them, so thorough has been the method of timing, and so complete the opportunity given to those who wanted to investigate on their own

hook. The records will, of course, be closely scrutinized by the Racing Board, as they should be, but there is little or no doubt that they will pass them without difficulty. This is as it should be, and the more searching the investigation the more gratifying it will be to all concerned, and the less reason the English critics will have to doubt them. It is a little too much to hope, however, that they will accept records so much faster than their own, and so far in advance of what their best men can do even on the famous Herne Hill track.

"BRAKESPEARE."

### EUGENE V. MINOR.

One of the big four who helped Johnson break records at Independence was E. V. Minor, of Indianapolis. Occupying the third seat on the "Yellow Fellow," his 185 pounds of muscle and brawn made the other occupants of the quad hustle to keep their feet. But Minor has claims to prominence other than being one of Johnson's pacemakers. Before the big circuit opened Minor traveled around to the smaller meets and was quite successful. He rode a the Indianapolis meet and won considerable, but it was at Columbus that he scored the most important win. It was in the five-mile handicap, the first prize being a \$500 piano. Minor showed that he could sprint by beating out Meintjes, Conn Baker, and Gus Steele.





## TOLEDO TOPICS.

TOLEDO, OHIO, Nov. 19.—The Toledo Cycling Club boys can not complain of ennui during the coming winter, to judge from the numerous tournaments, smokers, athletic entertainments, and dances announced. These good things we owe to our energetic board of trustees and efficient entertainment committee. We are at present enjoying a pool and billiard tournament. A bowling tournament is booked for this week, and a series of handball games for the championship of the club will be held in December.

I am influenced in naming these means for keeping up interest during the winter months by the fact that we are now approaching what is generally a crisis in the lives of so many clubs, as, the wheel having been laid aside, the interest in the club diminishes, members resign, and at last the club joins the long list of "has beens." I think these misfortunes may be averted by means of such promoters of interest as have been mentioned. Of course I am well aware of the fact that the majority of clubs have tried such means for many years and that the writer may be suspected of having been asleep, but I am also very sure that these facts can not be too firmly impressed on the minds of club officers and members, for I think that the dissolutions of many clubs could have been prevented had the interest been kept alive during the winter months.

Then again many clubs have no gymnasium, billiard hall, or bowling alley in which the members may find recreation, and they are driven to outdoor sports for amusement. In this case they can organize skating, tobogganing, or ice-yacht clubs, according to circumstances. In regard to skating, I wish to say a word. I am surprised that cyclists do not take more interest, as a body, in this kind of winter sports. It is a well-known physiological fact that the same muscles used in riding a bicycle are also used in skating, thus making it a kindred sport. Why not have club runs, races, etc., on skates under the auspices of bicycle clubs, as well as the same sports on the wheel? I hope to see such an innovation attempted this winter. It is following such plans that has made the T. C. C. a club of such goodly size and strength with membership of nearly 300, of which over 200 are active cyclists.

As already announced in your column, the wheelmen of Toledo have been taxed 50 cents a year for the use of wheels on the streets. The wheel tax, as the ordinance is called, although it imposes a tax on hucksters, peddlers, and amusement houses, as well as vehicles of all sorts, took effect on its passage, October 31. All of these were taxed for one-third of a year, to bring the next pay-day on March 1—the tax on wheels being 17 cents. Although some object, the majority of cyclists favor the tax, as it gives the wheel legal recognition.

## LATE NEWS FROM AUSTRALIA.

MELBOURNE, AUSTRALIA, Oct. 16.—As the warmer weather puts in an appearance the sport is livening up here in earnest. The inter-club championship contest, with which was embodied the fifty-mile road championship, took place on September 30 and was a tremendous success. Arthur Turner won in good style, and proved himself indisputably the champion on the road, as well as the track. The club championship was won for the second time by the Southern District Club, which scored eighty-two points; the M. B. C. being second, with seventy-eight points. The race was run with a hurricane blowing so strongly that from the start to the turning point the riders could hardly make any headway except on level ground and down hill. On the return journey the high wind behind, in addition to a terrific thunderstorm, made matters very dangerous. L. Herman, the well-known Bendigo rider, was severely injured through colliding with a milk cart, the shaft smashing his ribs and injuring his lungs. He is now in the hospital, but I am glad to say is improving daily. The veteran road rider, Broadbent, finished second to Turner, and rode a splendid race.

The new asphalt track on the St. Kilda cricket ground is nearly complete and promises to be very fast. It is three and one quarter laps to the mile and twenty feet wide. It was to have been opened on the 7th inst, but was not ready in time, and the inaugural meeting, which was to have been held on that day, has been postponed till the 28th.

The election of officers for the newly formed League of Victorian Wheelmen takes place on October 30 and the competition promises to be very keen.

Training for the Austral meeting is now in full swing, and judging by present appearances the race this year will be a very hot one, and the meeting a grand success. If we had only one or two of the cracks from your side it would give a tremendous boom to the Austral and the sport generally. We will live in the hope of having a visit from you next year. By the way, referring to the fifty-mile championship again, I must inform you that the prizes for the same were only a two-guinea (\$10) medal for each of the winning team. Who can say that the cash prize system abolishes all amateur and sportsmanlike feelings, when thirty-three of our best riders covered the fifty-miles under such adverse circumstances simply for honor and glory and loyalty to their respective clubs? "EARLY BIRD."

## The Beautiful Visits Peoria.

PEORIA, ILL., Nov. 20.—A slight fall of snow here today put a stop for the time being to cycle riding. The snow soon passed away, leaving the streets and roads in an unridable condition. Since the cold weather has set in, the attendance at the clubhouses has been on the increase, and the billiard and card rooms are in almost constant use every evening.

Chas. F. Vail, chairman of the rules and regulations committee of Illinois, was in Chicago Saturday and Sunday last, assisting in the counting of

the votes cast during the late election for officers of the Illinois division.

The football game between the Chicago C. C. football team and a Peoria team has been called off for some reason or other, and the two teams will not meet.

## Century Won the Football Game.

PHILADELPHIA, PA., Nov. 18.—The long looked for, much talked of football game between the Century Wheelmen and Park Avenue Wheelmen was played today and resulted in a victory for the Century by a score of twelve to six. Over 2,000 people were in attendance, including many ladies, and intense enthusiasm was displayed throughout the game. The teams were very evenly matched, and the game was close and exciting. C. Calver and Peralto were disqualified for slugging, although the latter did not really hit his man, only feinting to do so. The individual work of Belyen, Griffiths, Wood, Kelly, Aiken, Tucker, and Peralto, and of W. Calver, Heighly, Smith, and Thomas were the features of the game.

## OILERS! OILERS!

Being the largest manufacturers of oilers we can give you the greatest value for your money.



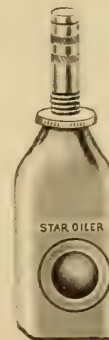
This is undoubtedly the best oil-can in the world. It does not leak and regulates the supply of oil so exactly that none overflows. Awarded Highest Prize at World's Fair, Chicago, 1893. It has won every test in competition with other oil-cans. Price 25c. each.

## STAR OILER.

The "Star" is an excellent oiler. We guarantee it equal to any oiler in the market except the "Perfect." It is well made and has many improvements. Price 15c. each.

We make Oiler Holders and Pump Holders, also, price 25c. each.

CUSHMAN & DENISON, 172 Ninth Ave., N. Y.



Half size.

# GRAND SIX-DAY Professional Bicycle Race

At the Madison Square Garden, New York City.

COMMENCING AT MIDNIGHT, DECEMBER 24,

AND

CLOSING AT MIDNIGHT, DECEMBER 30.

## IMPORTANT CHANGE IN CONDITIONS.

Riders may use any type of Bicycle and are not confined to Ordinaries or Geared Ordinaries.

## PURSES.

Twenty-five per cent. of the net profits to be divided among the placed men as follows:

To the winner	-	-	50 per cent.	Fourth	-	-	8 per cent.
Second	-	-	25 per cent.	Fifth	-	-	4½ per cent.
Third	-	-	12½ per cent.				

In addition to the above the following purses will be added:

Winner	-	-	\$1,200 in gold.	Fourth	-	-	\$350 in gold.
Second	-	-	800 in gold.	Fifth	-	-	250 in gold.
Third	-	-	500 in gold.	Sixth	-	-	150 in gold.

Each contestant who does not win one of the above-named purses, and yet covers 1,400 miles or over, will receive a prize of

## One Hundred and Fifty Dollars in Gold.

Each prize winner must cover 1,400 miles or over.

Entrance fee, \$50, to be returned to all competitors who cover 750 miles before 12 p. m. December 27.

Entries close December 9.

During the week special Sprint Races for special purses will take place. For further particulars, address

**FRANK W. SANGER,**

Madison Square Garden, New York City.

## HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.

GEO. W. HEARTLEY, TOLEDO, OHIO.

## Manufacturer of Cycle-Making Machinery and Tools.

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels Patches, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball race cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools. Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.



# A GOOD THING

\_\_\_\_\_ Is a Good Motto if lived up to...

## THE FOWLER'S RECORD

\_\_\_\_\_ Proves Ours.

Build only the best.

Let well enough alone.

Live and let live.

### AGENTS....

We want you to give  
the FOWLER a trial.  
It will not be a los-  
ing one.

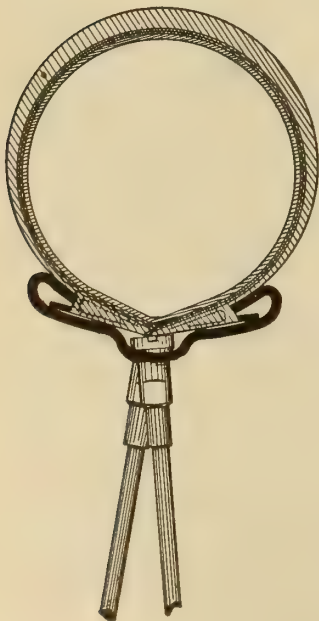


## Hill Cycle Mfg. Co.

142=48 W. Washington St., CHICAGO.

MENTION THE BEARINGS

# PEASE DETACHABLE PNEUMATIC TIRE.



**Blow Off ?**

No, it is not built that way.

**Puncture ?**

Protected from the spoke heads by the outer casing, but if it does puncture from outside causes it is the most easily repaired tire on the market.

**Creep ?**

The way it is fastened absolutely prevents it.

**Explode ?**

Well, no. We don't use the kind of material that permits this.

The successful tire must be one in which the outer tube can be quickly removed from the rim, leaving the inner tube accessible at any point for repairs. We have such a tire. The cut is intended to illustrate our method of fastening the outer casing to the rim. It will be noticed that the outer casing is provided with a square shoulder running around both sides of the tire a short distance from the beveled edge which laps in the center of the rim. This shoulder of hard rubber and fabric takes the entire strain and load of the tire, and to prevent the blowing off or displacement of the outer casing we fasten little metallic clips every two inches all round the edge of this shoulder, allowing them to project over this edge in position to catch under the hooked edge of the rim. Each clip is independent, and to remove the tire each must be unhooked separately, which can be done almost instantly. This tire is without question the easiest tire to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on to the rim and the inflating of the tire. These tires are now put on all styles of our bicycles, and our guarantee covers them in every particular.

## DERBY CYCLE CO.

161=167 S. CANAL ST.,  
CHICAGO, ILL.

MENTION THE BEARINGS





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## PURE BLACKMAIL.

**Because a Firm will not Advertise in a Small Paper they Receive a Threatening Letter—Questionable Methods.**

The methods adopted by one or two of the cycling publications in small cross-roads towns to obtain advertising patronage from the makers, is questionable to say the least. They are no more or less than blackmail. Things have come to such a pass that unless the maker who has been asked for an "ad" responds at once, he receives three or four little "roasts." Marked copies of the paper are sent to him, and then if he doesn't come to time he receives a letter in which there are vague threats of future "roasts." Oftentimes these letters are very insulting. We do not mean to say that all of these small papers resort to such methods to obtain advertising patronage, but there is one paper in particular that has been caught in the act, and we propose to show it up in its true light, so that other makers may be on their guard.

We recall the action of a certain eastern paper whose columns were filled with "roasts" on a western wheel, because its makers withdrew their "ad." The columns of the publication referred to were thrown open to any who wished to take a "crack" at the western manufacturer. Among those who took advantage of this was a western man who wrote under the *noms de plume* of "Mitchell" and "Rugby." His attempts to belittle this particular wheel only served to advertise it, and at last he was called off and the "roasts" ceased. This individual, who was a cycle agent, was infatuated with the glimpse he had of newspaper life and he determined to become a real journalist. The bookkeeper of the bank in his town thought that it would be nice to sign "business manager" after his name, and agreed to go into partnership with the aspirant after journalistic honors, so they started their paper and commenced to look for advertising patronage. Some of the makers responded, while others replied that they were advertising in enough papers. Among the latter was the firm that had been "roasted" so hard. Copies of the paper were sent to this company, in which a rival firm was given six pages of free advertising while they came in for four "roasts." This firm then wrote in a joking manner, and said that they were getting enough advertising from the new paper, referring to the "roasts," and said that they would wait a while before signing a contract. Imagine their surprise to receive a letter upbraiding them for their conduct and using the most foul and ungentlemanly language. The firm which received the letter was the Gormully & Jeffery Mfg. Co., and the paper the *Northwestern Cyclist*, of Mitchell, S. D. The letter reads as follows:

"MESSRS. GORMULLY & JEFFERY MFG. CO.

"Dear Sirs: We have yours of the 11th instant. This, as you will doubtless remember (we notice that you keep pretty close track of us), was in response to a letter from us requesting a share of your advertising patronage for the coming season, and in which we gave an honest promise to give your wheels as many free reading notices as any other wheels advertising in our columns. We sent similar letters to other firms, and the difference in replies received from them and from you is so noticeable that we have deigned to waste a few minutes of valuable time in replying to your ungentlemanly and unbusinesslike communication.

"You say that you can not possibly conceive of your receiving good treatment at our hands. 'Those who can not believe are not to be believed.' Really, the only cause for this conclusion of yours emanates from a diseased mind—a state of affairs brought about by 'green-eyed jealousy' over our great success with the — wheel, and possibly through disappointment over the sale of the most cheaply constructed lap-braze-country-tinshop wheel ever made. The August issue *was* devoted to a considerable extent to the — wheel, but the wheel and the company merited it. We are paid liberally for our space by the —. We surely would say more for them than for those who do not favor us. We are friends to our friends. A fool would not think we should be otherwise.

"You are welcome to all the grains of comfort you seem to get from those 'four reading notices.' They were all merited from the goods you sell, as well as for your actions in the World's Fair awards matter. If you feel good over low-down scheming you will doubtless feel much better when a future article appears, which article will refer to the many wonderful fake records which your wheels have won in the past; for instance, that trip of Roe's across the country, that 24-hour record of Whittaker's, that record of

Knisely's over a short course, that southern record which was won by your wheel 'on a Stearns,' and other records of like ilk. You never had an honest record yet.

"You also refer to some *Sporting Life* experience, out of which you try to extract some benefit. Perhaps the 'benefit' you state you received from these articles was in making you reduce the price of your spring frames about half.

"We assure you that we did not intend to write so lengthy a letter when we started in, but, really, you people are so very childish and babyish, and your record stinks so badly, that we could hardly stop ere this. If you wish to check over your 'ads' it would be a good idea for you to send in 50 cents for one year's subscription to the *Cyclist*, when we will take pleasure in supplying you with the paper regularly, and we think it will be quite interesting reading matter that you will see in its columns from time to time.

"One word more: You folks have had wonderful success in this city this year with the Rambler, haven't you? You have sold one big wheel during the season. Very, very successful, especially when your Mr. Pratt was going to fill the town from garret to cellar with Ramblers this year. Would you like to know how many — have been sold by Mr. Healey in the state this year? Well, honor bright, just 134; more than all other high-grades combined. Good showing, is it not?

"People make mistakes once in a while by playing the part of a louse, do they not? Don't you think you have made one? Assuring you that we do not care to act 'sassy' from principle or desire, but that we have written in a manner that your reply to a gentlemanly and businesslike communication actually deserves, we are.

"Very truly yours,  
"THE NORTHWESTERN CYCLIST PUBLISHING CO."

## Sercombe-Bolte Property Ordered Sold.

MILWAUKEE, WIS., Nov. 21.—The jig with the Sercombe-Bolte Mfg. Co. is up. All hopes of reorganizing the defunct company and again starting in to manufacture bicycles is gone. Judge Johnson knocked all the hope out of those who have looked for a reorganization. He has ordered the receiver, the Wisconsin Trust Co., to sell at public auction all the tangible property and the patents of the firm. The sale will take place on December 20. The firm has several patents; but none are of great value. Messrs. Sercombe and Bolte have been in hopes of interesting capital in a new company, but no one could be found who would advance his money now, start the factory, manufacture wheels during the winter, and wait for an income until next summer. Early last spring, before the crash, the firm began to negotiate with South Milwaukee and Cudahy for a bonus to establish the works there, but no definite plans were made. 'Tis true, Parker H. Sercombe carried about plans of the "new factory at so-and-so," but the factory until this day has not been found.

## The "Hermes" Tire.

A brand new tire is presented to our readers in this issue, which has merits long waited for—the "Hermes," manufactured by the Hermes Tire Co., of Boston. It is, as will be seen, of the double tube pattern. The advertisement gives a complete description of the tire and valve, in all particulars, so that any one versed in mechanics will fully understand it. The ease and quickness with which, in case of puncture, the tire can be removed from the rim, and replaced, is marvelous. This company claim for the valve that it is absolutely air tight, which is of great importance, and several competent wheelmen have indorsed this claim. We feel that we can safely advise any one in need of a new tire to try the "Hermes."

## Southern Trade Is Dull.

A traveling man now visiting southern points writes that trade in that part of the country is dull: "Prospects, however, are bright for next year," he says; "the cycle business will be dropped generally by the hardware men, except by those firms who have a pushing man and a well-organized department. In Memphis last year there were sixteen dealers; next year there will be but four. The same state of affairs exists in most of the cities I have been in. The worst black eye has been caused by the extensive installment business, and to my mind, to be really successful, it must be much curtailed next year."

## The "Lu-mi-num" Selling Well.

The St. Louis Refrigerator & Wooden Gutter Co. have in their office an elaborately constructed testing machine, which they have had built specially for them, and in which they test every bit of material used in their machines. The frame of every aluminum bicycle is made to carry a load of 2,000 pounds before it is put into the machine. Every particle of spoke wire and all material of any kind which they purchase is tested and made to come up to the manufacturer's guarantee before using it. Orders for the Lu-mi-num are pouring in from all parts of the country, and the company are already planning for additional buildings and have placed contracts for large supplies of machinery.

## Washington Dealers Organize.

WASHINGTON, D. C., Nov. 19.—An association for mutual protection was formed Tuesday afternoon by the bicycle dealers of this city. It was agreed to report the names of all delinquent and fraudulent customers in payments, and also not to sell to any such delinquents on instalments unless they had paid up in full with the first debtor. Other provisions for protection were also made in the agreement.



## BIG DEAL IN FRANCE.

Four of the largest bicycle concerns in France have joined forces and formed the Compagnie General des Cycles, with a capital of \$1,200,000. The firms interested are A. Clemont, Rochet, Aucoc & Darracq, and Machiels & Petit. M. Machiels will be the general manager of the amalgamated concern, and the others will retain the management of their respective establishments. Messrs. Machiels and Petit are negotiating the financial arrangements and it is said that they are on the point of signing a contract with one of the most important financial groups in Paris. This deal will almost ruin English trade in France, as the new concern will be the most powerful cycling corporation in the country, and will handle French machines.

## Rich & Sager Win a Patent Suit.

In the case of Harvey against Keith (recently decided) were involved the validity and priority of the patents covering the Beauty child's seat, manufactured by the Rich & Sager Co. The Rich & Sager Co. were successful at all points, and the decision was a great victory. They intend to prosecute all infringements of this seat with the same vigor as heretofore. The seat has had a wonderful popularity during the season just closing, and its sale is not confined to this country. Recent shipments have been made to Germany, England, and even to Australia; in all of these countries, and other foreign parts, the Sager saddles have also been sold.

## Cut Off Nine Pounds.

Nine pounds have been cut off the '94 machines made by the Elmore Mfg. Co. Wooden rims and light tires will bring the weight down to twenty-six pounds. These wheels will list at \$100. This year the Elmore company have been very successful, selling all the wheels they could turn out. New machinery is being put in for next year.

## Lozier Will Have \$150 Wheels.

Manager Paul, of H. A. Lozier & Co., Toledo, is authority for the statement that there will be Cleavelands sold for \$150 next year. He says that they will also make a cheaper line of wheels. Their '94 model is of very handsome design, especially the racer. Their ladies' wheel will tip the scales at twenty-eight to thirty pounds. The Cleveland tire will also be slightly improved.

MR. SHREWD BUYER: "Oh, Miss Altair, take a letter to The Eagle Bicycle Mfg. Co.

"Gentlemen: Are you in a position to make us — of your Eagle Altair bicycles in addition to order already placed with you. We like your wheels very much. They have given us the best satisfaction of any high-grade wheel we ever handled. We would like to increase our business with you, and hope for a favorable reply by return mail.

"Yours truly, PROMPT, CASH & CO.  
"Per B —."

The above is a true copy of a letter of recent date.

## Stolen.

Union bicycle, No. 7,941 on saddle-post forging and under crank bracket; rubber pedals, airtite tires, brake complete, solid comfort saddle, pant's guard on; colored transfer on steering head bearing the name Union. On November 16 this bicycle was stolen from the premises of the Union Cycle Mfg. Co., Highlandville, Mass.

## Yost Company's '94 Wheels.

Very complete is "Our Advance Drummer," issued by the Yost Mfg. Co. It contains an outline of the wheels made by them. Their Falcon lists at \$100, but with the Cable adjustable handle-bar and Yost metallic-fastened tire, the price is \$115. Their Falconess, which weighs thirty-five pounds, will bring \$100. The other wheels list at \$65 and \$50. The Yost company's new tire is worthy of description. It is of the inner-tube pattern. The outer cover has beaded edges to hold the wires which fasten it to the rim, one on each side. This tire differs materially in many respects from other wire-fastened tires. The rim is so designed that it forms a grip for the outer cover, partially supporting it, and relieving the wires from much of the strain. The wires are so arranged that they can be locked at any point on

the tire. The lever by which it is drawn up to the proper tension and locked, has three points of adjustment. In case of a puncture the wire can be removed from either side and the inner tube taken out, patched, and replaced very quickly and the wire adjusted to place in a twinkling.

## A Cycle Store in a Church.

H. C. Martin & Co., Buffalo, can now claim to have the largest cycle store in America, having leased the large Unitarian church on Main street. The building has been painted white and has attracted a deal of attention.

## Wanted.

Situation with some large cycle house. Have had five years' experience on road and in store with largest cycle house and manufacturer in the west. Can furnish very best references as to ability, etc. Address Box 358, Cincinnati, Ohio.

## A Good Chance for Jobbers.

The attention of the jobbing trade is called to the advertisement of

"Manufacturer," in another part of this paper. The firm advertising under this caption is a well-known one, and has turned out some of the finest wheels seen on the market the past season. Any jobber or large retailer looking for such a wheel as that advertised will do well to investigate.

## The Huestis Tire.

The Newton Rubber Works, of Boston, are having phenomenal success in taking orders for their Huestis pneumatic tires; such great success, in fact, that they are notifying the trade that they will be unable to fill future large orders before next January.

## Assignee Discharged.

Parkhurst & Wilkison have discharged their assignee, and will continue business as heretofore. They have made arrangements with the Rich & Sager Co. to handle the Sager saddles west of Pennsylvania, and will carry a full stock. They report business improving, and anticipate a good trade during the coming season.

## Real Value in a Bicycle.

A recent advertisement of the Kenwood bicycle emphasizes the

statement that "real value in a bicycle is the strength and durability of it, etc."

It suggests the thought that any outlay of the manufacturer of bicycles which does not contribute strength and durability adds nothing to real value, no matter to what extent the outlay for show and ornamentation may have been. It seems to us that the point made by the makers of "Kenwood" wheels, so conspicuous now on account of World's Fair awards, is worthy of the prominence of special editorial mention.

Real value in a bicycle certainly is not indicated by any amount of display; neither is it assured to the buyer of a wheel where there is an entire absence of it; the natural inference then is, that a buyer who enters the bicycle market must rely upon the reputation of the manufacturer or the evidences at hand that the wheel offered is constructed with regard to practical and enduring service.

We are sure that the "Kenwood" people had no thought of disparagement of taste in ornamentation, for the appearance of their beautiful machines testifies to the contrary.

It is in absolute harmony with their ideas to say that it is commendable to appeal to the eye of a buyer by the quality of beauty in finish or model. Yet the main idea, that back of all that pleases the eye may be uncertain or defective material, should not be lost sight of by the person who may become enthusiastic over artistic features.

We heartily congratulate the manufacturer of bicycles having a name that guarantees to buyers the best material, put together by the highest type of workmanship. This seems to be the evidence in favor of Kenwood wheels, and this alone, in our estimation, constitutes "real value."—[ADV.]





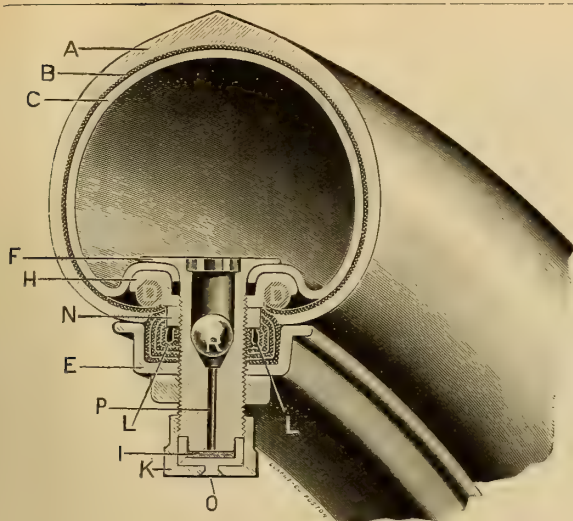


FIG 1.  
[See Description.]

# HERMES TIRE

Patented Nov. 14, 1893.

No Bolts.

No Cement.

## The winner for '94.

The latest, lightest, fastest, and best in the world. The quickest applied, the easiest removed, and newest used. Saves patience, time, cement, and money. It does in fact what others claim in print:

It does not roll or creep. The rider literally rides on air.

We guarantee to remove cover and inside tube, sufficient to repair puncture, and replace them in ten seconds.

### To Bicycle Manufacturers and Dealers.

*Don't contract for your '94 tire until you have seen the "HERMES."* It will make your wheel lighter, faster, and better. We invite correspondence, and on application will send catalogue, prices, and terms.

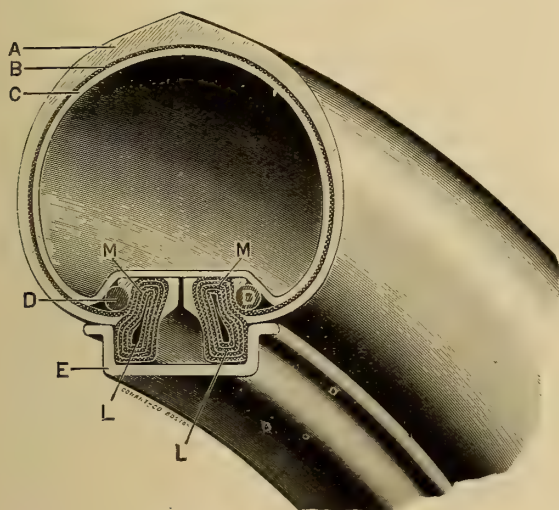


FIG 2.  
[See Description.]

### "THE HERMES PNEUMATIC TIRE."

The lightest, most resilient and durable; can not roll or creep; mechanically fastened to rim; no bolts or cement; holds equally fast either deflated or inflated; in case of puncture can be removed from rim in a few seconds, and can be replaced equally quick. So constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, can not leak. Figure 1 shows valve in detail. The "Hermes" is a first-class, double-tube tire, manufactured of best Para rubber; is made for high-grade machines, and is pronounced by experts to be the most perfect tire yet produced. Has been in practical use throughout the entire season. Figures 1, 2, 3, and 4 show the tire fully in detail.

### Description of Tires.

FIGURE 1.—Is a cross sectional view, showing valve in detail, to which we confine this description. F is the valve stem; R is steel ball which operates as check valve; S is perforated disk through which the air passes; H is clamp which fastens valve to inside tube by means of knurled nut N, and clamps hoops D D and margins L, L to rim E, by means of nut J, and absolutely prevents the tire from creeping. P is air passage; I is rubber disk in inside cap O, which is fastened to outside cap K in such manner as to allow outside cap K to be turned without turning inside cap O, so that when outside cap K is screwed up tight it absolutely seals the air passage.

FIGURE 2.—Is a cross sectional view showing tire inflated without the valve, the better to show construction. A is rubber part of outside cover; B is fabric part of same; C is inside tube; M M are the margins or shoulders against which the hoops D D press. The margins or shoulders L L fit in rim E and are held in place by hoops D D.

FIGURE 3.—Is a cross sectional view showing method of removing cover from rim when deflated. The spoon inserted between the rim and cover with a downward pressure will produce the effect shown in the cut, after which it is easy to remove as much of the cover as is necessary. A spoon is furnished with each set.

FIGURE 4.—Is a side view showing a portion of cover removed and portion of inside tube drawn out. As shown in cut, the cover has been removed, the inside tube drawn out and replaced, and cover secured in ten seconds.

IF YOU WANT THE BEST TIRE IN THE WORLD, DEMAND THE  
"HERMES" OF YOUR DEALER, OR ORDER DIRECT OF US.

# HERMES TIRE CO.

630 Washington Street, BOSTON, MASS.

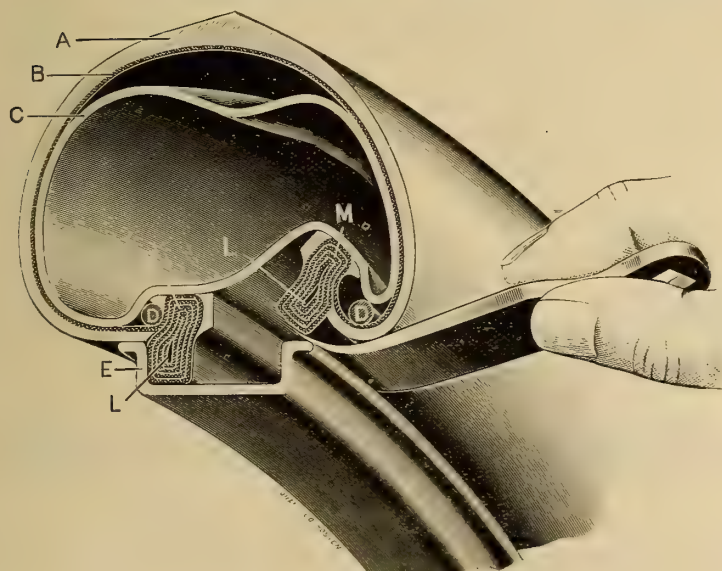


FIG 3.  
[See Description.]

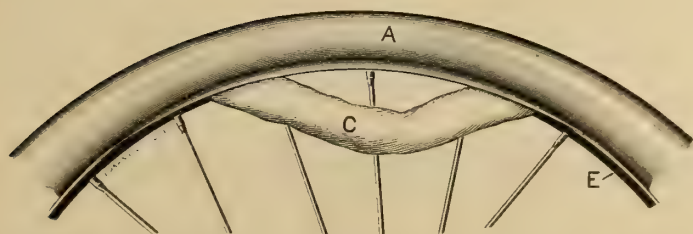


FIG 4.  
[See Description.]



### STOLEN WHEELS.

J. O. Blake, chief of the bureau of detection of the Cycle Board of Trade, of Chicago, reports the following list of stolen wheels:

No.	Name.	No.	Name.	No.	Name.
5770	Ladies' Columbia	247	Ladies' Victoria	6139	Rambler
5825	Ladies' Columbia		Whitworth	4157	Rambler
47685	Crescent	3344	Cleveland No 4	4742	Rambler
8403	Credenda	5770	Columbia	7935	Rambler
14157	Credenda	3336	Gypsy	8041	Rambler
105	Donnelly & De-	392	Buffalo	5363	Rambler
ward Double Diamond		3186	Rambler	2424	Rambler
82858	Jewel	7216	Rambler	2373	Rambler
452	Kenwood	670	Rambler	5262	Rambler
47402	Leader	1334	Rambler	8238	Rambler
907	Niagara	1405	Rambler	8328	Rambler
8238	Rambler	4297	Rambler	5192	Rambler
9088	Smalley	2848	Rambler	5863	Rambler
1073	Speedy	4217	Rambler	5363	Rambler
2930	Union No 10	5236	Rambler		Cinch, safety
40523	Victor				

### Stolen Wheels Located.

Mr. Blake has located the following wheels for which he can find no owners:

No.	Name.	No.	Name.	No.	Name.
171	No name	2521	Duke	11794	Columbia
28	Courier	2688	No name	12352	Columbia
159	Pilgrim	2741	Hartford	14773	Quadrant
297	Ladies' Kenwood	3116	Pullman	14310	Stearns
211	No name	3352	No name	14719	Smalley
(A racing wheel)		3951	No name	14816	Victor
293	No name	4210	No name	16094	Ladies' Rover cush
505	Kenwood	4001	Red wheel, no name	18715	Quadrant
567	Kenwood	4276	Featherstone	19866	Columbia
920	Ormonde	4639	Rambler	19865	Columbia
1119	Arab	4802	Monarch	20574	Rival
1139	Halladay	5265	Ladies' Columbia	21994	Columbia
1177	Columbia	5672	Kenwood	22269	Coventry Cross
1138	Derby	5812	Featherstone	23886	Victor
1200	Halladay	6206	No name	23970	No name
1235	No name	6299	Warwick	25014	King of Scorchers
1499	Monarch	6303	Century Columbia	25102	No name
1500	Warwick	6497	Ladies' Columbia	29153	Combination
1560	Columbia	6505	Columbia	29420	Victor
1579	Arab	6676	Eolus	29696	Rover
1587	Coventry Cross	7469	Victor	35905	No name
1589	Coventry Cross	7779	Eagle	36842	Victor
1610	Union	8699	New Mail	40659	W W Works
1662	Derby	8789	Boys' wheel	44460	Juno
2210	New Mail	8811	No name	62464	Juno
2347	Gendron	8950	No name	53215	Crescent
2268	Fowler	9103	Columbia	53910	Columbia
2471	No name	9135	Model B Swift	74719	Smalley
2487	Monarch	9391	Credenda		

### TRADE PICK-UPS.

Orders for 10,000 Hagar wooden rims have been received by Geo. F. Lutz, United States agent.

The Seig & Walpole Mfg. Co. is the name of the combination formed by C. H. Seig and W. R. Walpole.

M. A. High, of Cincinnati, and C. H. Thuring, of Minneapolis, will represent the Pope Mfg. Co. on the road in the west. They are now at the Pope company's factory at Hartford.

The Palmer Tire Co. have removed their Chicago branch from 287 Wabash avenue to Room 911, 46 and 48 East Van Buren street. They are now next-door neighbors to THE BEARINGS.

Gibson & Prentiss, of Buffalo, are making a wooden rim which will be placed on the market in a few days. Their wheel, the Bison, met with great favor this year and the output in '94 will be large.

George W. Shamp, of Buffalo, has invented a device for bending handle-bars. It is very ingenious and bars can be turned out in any style or shape. Mr. Shamp also has two new styles of saddles for which he has received several large orders.

Prince Wells, of Louisville, will move into larger quarters the first of the year. This is the third time he has had to seek for more room. This year's business was three times that of last year. Mr. Wells' new store will be at 632 Fourth avenue.

M. & R. Harris, of Buffalo, have put on the market a combination wrench, pump, and oil-can weighing but ten ounces. It is handsomely nicked and will sell at low figures. Messrs. Harris are now receiving applications for territory.

The '94 line of Lucas lamps will be an attractive one. Some of the lamps will be new in design, while others have been improved. The New Departure Bell Co. and J. H. Graham & Co., 173 Chambers street, New York, will be the sole agents in the United States.

The Union Cycle Mfg. Co. wish to deny the rumor that the Stokes Mfg. Co. will not handle Unions in '94. They write that an order for 1,000 bicycles, to be called the Western Union, has been received from the Chicago firm. These machines will be built on almost the same lines as the '94 Union model.

Besides their regular lines of Ormondes for next year, which will list at the same prices as heretofore, the American Ormonde Cycle Co. have designed a new model which will sell at the popular price of \$100. In casting about for a name they have selected that of the largest and most popular wheel in the world—"The Ferris."

## Our Agents Make Money!!

DO YOU

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS....



Stock carried in CHICAGO by

**WOODROUGH & HANCHETT,**

38 AND 40 LAKE STREET.

Stock carried in ST. LOUIS by

**THE SIMMONS HARDWARE CO.**



**The Eagle Bicycle Mfg. Co.**

FORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.



# THE BEARINGS

Vol VIII  
No 18

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DEC. 1, 1893.

## RECOMMENDS CLASS B.

**The Racing Board Decides upon Two Classes for Next Year—Horse-Paced Records Will not Be Allowed.**

CLEVELAND, OHIO, Nov. 27.—Probably the most important meeting the Racing Board has had for several years was held at the Hollenden today. It resulted in a big surprise. First the amateur question was thoroughly discussed and the Racing Board then decided to recommend to the assembly that Class A and Class B be established. Then all horse-paced records were rejected.

George D. Gideon was the only member of the board not present, but his absence did not prevent the others from attacking the amateur question and changing it so that it is now hardly recognizable. The board was confronted by three questions—adopt a strict amateur rule to cover everything, make a Class A and Class B, or turn out a liberal expense rule, restricted only in the prohibition of cash prizes. Chairman Raymond was an avowed advocate of the two classes and his arguments soon convinced most of the others that this was the best way out of the woods. J. M. Erwin was the only one who held different views on the subject. The Chicago member favored a one-class rule, making an amateur of one who did not ride for cash.

The recommendation as adopted clearly defines the limits of the two classes. Class A can only be entered by pure amateurs with a spotless record. The prizes will be confined to medals, trophies, and mementoes whose money value does not exceed \$50. This, it is thought, will keep the maker's amateur out, as he will want better prizes than this class allows. The limit is raised for the Class B man, and prizes of any value may be accepted. His scope will be defined Class B, and his training and traveling expenses may be paid by the manufacturer or dealer whose wheel he rides. It was deemed wisest by the members of the board to legalize the methods employed by maker and rider, rather than be continually failing to punish the rider for violations. Mr. Raymond says that while the first class may only be a training school for Class B, yet it is a retention and a recognition of the true amateur motive.

If the assembly sees fit to adopt the recommendation, every rider will be allowed to take his choice of classes, the rules of B not barring past violators of the expense law. No definite action was taken upon the question of the disposition of prizes.

Windle and Tyler are now the recognized mile champions against time, as the horse-paced records of Johnson were rejected. The board termed these freak records and foreign to cycling, and will only put its official stamp on records made with the aid of pacemaking by man power. Short-distance records under a quarter will not be allowed, the 100 yards and one-eighth mile made by Windle, Johnson, and Bliss being rejected. A standard schedule of distances was adopted, and is as follows: The quarter, third, half, two-thirds, three-quarters, mile, and upward, omitting all intermediate marks.

## Damages for the Wheelman.

AURORA, ILL., Nov. 25.—A case has been on trial in the circuit court in this county for several days which has attracted attention from the wheelmen all over the country. A man driving a horse and a man named Phillips on a bicycle had a collision, each claiming the right of way. The bicycle was smashed, and the wheelman brought suit to recover damages. The Illinois division, L. A. W., took up the case and employed able counsel, claiming that it was contending for principle. The wheelman won the case, the judge deciding that a wheelman must be given half the road.

## News from Brazil.

RIO JANEIRO, Oct. 15.—The races for the grand prize, that were to be run on the Guanaboro track, have been adjourned on account of the revolution. The first woman's race will take place soon. Most of the entries belong to good families. Mme. Gustave Allems, wife of the celebrated champion cyclist, will try to beat the hour record. No doubt she will succeed, having trained almost daily for the past six years. Many will recollect this lady, who traveled with G. and J. Allems and gave bicycle and monocycle exhibitions in the principal cities of the world.

## RAINY WEATHER AT NASHVILLE.

**The Track Rendered Worthless by the Downpour—Dirnberger Fails to get the Flying Third—Incidents.**

NASHVILLE, TENN., Nov. 25.—This morning Manager Atkins thought that trials might be made on the dried outside of the track, the inside being still very soggy. The scraper was put on, and on the poor surface thus made Dirnberger started for the third-mile, flying start. The new horse, which is as yet nameless, was given a trial. Gilbert occupied the sulky seat. As the sulky and bicycle passed the starting point the pistol explosion nearly scared the horse into jumping over the fence. He swerved, and Dirnberger, thrown from his gait, had difficulty in closing up the gap. The surface was soft and the horse swerved constantly toward the pole, which led Dirnberger into the mud. It clung to his wheel and slowed him. The snaky curves of the sulky continued and Mike sat up. His time even then was :37 4-5. A second attempt was made behind the old horse Clarkson, which swerved, but not so badly, though he could not make good time in the heavy going. Dirnberger was rubbing the cloth screen all the way. His time was :36. Driver Gilbert said the horses, accustomed to running next the pole, would not run steady away from it.

## Rain Spoils Everything.

NASHVILLE, TENN., Nov. 27.—There will be no more record breaking here for a week to come, for it rained all Sunday night and Monday. The West End track, on which six records fell, will not be available again this winter. Cumberland Park track will be secured the day after Thanksgiving, and can be placed in condition in a day after a hard rain, being of a sandy mixture. So much rain and so many disappointments would discourage the average man, but not Bliss and Dirnberger. They are here for records; they want them, and if kind Providence will only give them a few days of pleasant weather, success will mark the venture.

Anxiety to get home for a Thanksgiving dinner, impatience at the weather, the wish to get out of training and enjoy life, combined with homesickness and home ties that demand attention, make these two youngsters anything but easy to handle. Not a day goes by but there is some break for liberty, the stealing of a piece of fruit, purloining of some cake, or something of the kind, which the watchfulness of the trainers invariably detects. Still, considering the six long months these men have been in training, and the great volume of successful work done, they are models in training and very tractable withal.

## The Rambler Mascot.

"Pansy," the Rambler mascot, is a large golden-colored dog of the feminine gender. The dog's purchase price was the promise to feed her, a promise which is strictly adhered to. Pansy is intelligent, and on becoming acquainted with the team shortly after its arrival, immediately joined the party, from which she is now inseparable.

Much time was spent in designing a blanket for the mascot. It is gorgeous in the broadest sense of the word, being of maroon velvet, yellow faced, and is labeled in letters of gold "Rambler Mascot." The blanket is provided with a yellow border half an inch wide, and this blanket, together with an expensive collar, sets the great beast off nicely and makes her a prominent object everywhere.

During the past week the racing men and trainers congregated at Nashville have had to plan something to amuse them. Cards became a chestnut, theater going is expensive, and Nashville business streets are duller than those of any city visited this season. One day last week the crowd turned out and had a most exciting afternoon chasing the scores of little black pigs, which, when caught after a weary chase, were labeled "Rambler" in white chalk.

## Changes of Space at New York.

Manager Sanger, of the New York Cycle Show, announces a number of changes that do not appear in the show advertisement this week. The Sterling Cycle Works will take space 10, part of the Stokes company's allotment. The Syracuse Cycle Co. will take the space of E. C. Stearns & Co., and the Buffalo Tricycle Co. will release *The Wheel* of its two allotments. The American Ormonde Cycle Co. have been given space No. 111, Ellweed-Ivins Tube Co. No. 112, and the Grand Rapids Cycle Co. No. 114.



## OUR ENGLISH LETTER.

### Brilliant Receptions Tendered to the Trade and Press at the Stanley Show—Osmond's Approaching Marriage.

LONDON, Nov. 18.—Cycling interest is concentrated beneath the roof of the Agricultural Hall, Islington, where the seventeenth annual Stanley show opened yesterday. The inaugural ceremony was performed by Sir A. K. Rollit, M. P., and was followed by a recherche luncheon to the press. The luncheon was served at the Welcome Club, a large salon capable of accommodating many more than the sixty or seventy persons who sat down. Champagne flowed freely, and a delicate menu of six courses, admirably served, put the newspaper men in a receptive mood. "The Queen" having been proposed in a single phrase, cigars and coffee followed on dessert, and Sir Albert K. Rollit rose to propose "The Stanley Show." Sir Albert is a speaker of the first order and his remarks were followed with rapt attention. He referred to the steam-engine and the cycle as two of the most wonderful inventions in an age of mechanism. Lightly passing over the pneumatic tire, and the latest novelty, the pneumatic hub, he touched on the water-cycle and the future possibilities of aerial flight. He spoke of the great industry of cycle manufacture, the benefits wrought by wheeling recreation, and the good work done by cyclists, even for the pedestrian, in giving his guide posts, maps, and milestones. In compliment to Colonel Savile, Sir Albert dwelt for a moment on the duty of the cyclist to take his share in providing for the defense of the country, in the event of a great war, by volunteering. Passing on to the hour question and the relations of capital and labor, he said that recreative exercise was an essential condition for effective work and keeping up the intellectual strength required in these days of energy and push. With some further references to the cycle trade Sir Albert concluded

**A Brilliant and Entertaining Speech.**—the toast being honored with a burst of cheering. Robert Todd responded effectively, alluding to the battle of the shows into which the Stanley Club had been plunged against their will and wish. Colonel Savile gave the final toast, "The Chairman," which was enthusiastically drunk. The party then adjourned to the hall, where considerable confusion prevailed, although toward evening most of the important stands were in spik-and-span order. There was a hitch over the catalogues, which did not arrive until a late hour. Another pen will supply your readers with some account of the exhibits. It is an enormous show, crammed with interesting things. Some of the stands, notably the Whitworth and the Palmer, are erected on a scale never before seen at an English cycle show. The hall was crowded as the afternoon wore on, and the side shows drew large attendances. Every one seemed brisk and hopeful, and plenty of business was being done from quite an early hour. There is every indication of another great success from a trade point of view.

### The New "Bicycling News," in Newspaper Form,

made its appearance today. The reading matter is intermingled with advertisements to an extent which is scarcely pleasing to the reader. However, great improvements will doubtless be made in the ensuing numbers, as the initial issue on the new lines has been hurriedly arranged. *The Cycle* is boldly advertised by a stall entirely draped in blush pink art fabric, containing two charming young women attired in fancy costumes of the same delicate hue. The first issue will appear on December 5. The Griffiths' corporation, I hear, is providing the new venture with ample capital.

On Thursday, at Herne Hill, A. V. Linton, of Cardiff, made a final attempt at beating his own 100-mile safety record of 4:29:39, made about a month ago. Riding splendidly, he got within 66 seconds of J. W. Stocks' world's record of 2:05:45 4-5 for fifty miles, and commenced beating world's records at fifty-five miles, doing 2:20:12 3-5 as against 2:20:28 1-5 by Stocks. Until sixty-three miles he kept ahead of the previous bests, but after that fell off in pace, finally giving up the attempt at ninety-five miles in 4:20:45 1-5—5 minutes behind record. Pem Coleman timed.

The Cyclists' Touring Club has at last met with success in its endeavor to secure a reduction in the railway rates for cycles accompanied by passengers. In future the rates will be 12 cents up to twelve miles, and 18 cents from thirteen to twenty-five miles; twenty-six miles and upward, as now.

### F. J. Osmond will be Married

in December. *The Wheeler* has interviewed him and publishes his opinions on racing men and tracks in the States. Osmond is stated to have been transformed since his American visit from a languid *flaneur* to a keen and active business man, full of energy and "Yankee" hustle.

F. T. Bidlake has been the recipient, from the Coventry Machinists' Co., of a valuable tea and coffee service as a souvenir of his big ride in the Cuca race.

W. S. Holding has at last pulled through the worst part of his serious illness, caused by lung troubles, and is pronounced convalescent. His many friends have felt deep concern, and will be rejoiced when they see him once more at the helm of *The Wheeler* in London.

Last Saturday I met my esteemed friend J. Pennell, in the National Liberal Club. I quite failed to recognize his back view, so gray have his artistic locks become. Pennell has only been back a fortnight from his American visit and seems apathetic toward cycling just now, not having crossed a wheel for months. Mrs. Pennell, he told me, has no yearnings for the rational dress which our wheelwomen are adopting. Having satisfactorily settled the skirt problem for herself, years ago, she is content to stick to that troublesome garment.

In the cause of Right—which she dignifies with a capital—Miss N. G. Bacon, of Mowbray House, where abides W. F. Stead, managing director of the universe, has bombarded the daily and cycling press with

### Indignant Protests Against a Stanley Show Poster.

The sight of a ballet girl in florid colors on a "bicycle made for two" quite exasperated Miss Bacon, who considers it a degrading picture, insulting to women, whom she has implored to boycott the show. Miss Bacon is honorable secretary of the Mowbray House Cyclists' Association and is prepared I understand, to thrive on the ridicule her letters have excited. Although both young and impulsive, she is doing good work for cycling and is an out-and-out supporter of the rational dress movement.

The Stanley dinner last Saturday at the Whitehall rooms of the Hotel Metropole proved a splendid affair. The company numbered 140, the visitors exceeding in number the club men present.

Col. A. R. Savile presided and the guests included Dr. E. B. Turner, J. Parkinson, and a representative selection of the cycle manufacturers identified with the Stanley show, besides the leading racing men and many cycling journalists. In proposing "The Stanley Show," G. L. Hillier made a capital serio-humorous speech. Responses came from Robert Todd and John Dring. Doctor Turner, C. V. Pugh, and R. L. Philpot responded with three brilliant speeches for "The Visitors." During the evening a company of professional entertainers contributed high-class music to the programme. It will be impossible for the Stanley to give a better dinner next year—the Metropole marking the limit of luxury in this direction.

This (Saturday) evening Agricultural Hall is thronged with visitors and there are all the signs of another great success attending the Stanley show.

C. W. HARTUNG.



JOHN WILKINSON.

### Wilkinson's Road Record.

John Wilkinson, who lately won the championship of Syracuse and Central New York for 1893, has held that honor the past four years. He has won almost every race in which he has started the past season, and for riding the fastest mile ever ridden by a Syracuse wheelman was presented with a handsome silver cup, given by the *Athlete*, the local cycling publication of Syracuse. Without previous training for road riding, he lately lowered the record from Syracuse to Utica and return,—a distance of 112 miles of hilly road, and much

of which is far from "sand-papered,"—from 9:05:00 to 8:39:00, elapsed time. His mount in this ride, which was remarkable not only for the time made, considering the nature of the road, but from the fact that he rode over eighty miles alone, was a twenty-pound Stearns racer, the same wheel which has carried him to the front in his numerous victories the past season.

### Prial Sues Lewis for \$20,000.

D. H. Lewis, editor of the *American Wheelman*, of Buffalo, has been sued for \$20,000 by F. P. Prial, editor of the *Wheel*. Mr. Prial disliked some of the articles that appeared in Mr. Lewis' paper, and thinks that his reputation has been injured to the extent of \$20,000. It is said that "Senator" W. J. Morgan will also be sued.

### Cody Beaten by a Tandem.

The two days' match at the Velodrome de la Seine, Paris, between Captain Cody, with six horses, and Fournier and Gaby on a Seddon shod tandem, ended in an easy victory for the wheelers, who in the six hours covered 119 miles to Cody's 115½. There was a tremendous crowd of spectators at the finish.

### Nebraska Election.

J. E. Ebersole, of Omaha, was elected chief consul of the Nebraska division. The other successful candidates were: H. D. Dunning, Fremont, vice consul; C. B. Nicodemus, Fremont, secretary-treasurer; A. H. Perrigo, Omaha, Sam Patterson, Plattsmouth, and J. L. Liversey, Omaha, representatives.



## MODIFIED THE ORDINANCE.

**A Baltimore Alderman Discovers that Cyclists' Votes are Worth Cultivating—Coasting is Forbidden.**

BALTIMORE, MD., Nov. 25.—The wheelmen here have again demonstrated their ability to handle prospective city ordinances that have an ambition to burden them with restrictions beyond reason. One of the recently elected city councilmen is Bernard Depkin, an ex-athlete, and a man who, several years ago, was turned down for membership in the autocratically aristocratic Maryland Club. Apparently because of that, a chance to "get even" with all riders in general has since dwelt in his heart. When the bosses put him where he is, he thought he saw the chance. Accordingly he sat him down and put his pen to paper. There resulted the draught of a new city law that would have incased city cycling with so many restrictions that it would almost have been prohibitive. Then he bethought him that it might be wise to forecast the coming political wind by a talk with Chief Consul Mott. When he poured forth his string of propositions the venerable chief consul was almost stunned by them. Riders were not to go within a certain distance of the car track; they were to carry bells and horns; were to go as slow as a walk; to do no coasting, etc. Mr Mott told the ambitious and revengeful young councilman that the cycle had been recognized here in the courts and by the park officials as a vehicle. Should an attempt be made to alter this, it would be fought in the courts to the bitter end. After exhaustively sketching over the field, the chief told Mr. Depkin the interesting story—admitted everywhere—of how the wheelmen several years ago had elected a city councilman from the very ward he represented. The opponent of this man had failed to reply to the note of the Maryland division asking an expression of opinion on smooth pavements. If such a political result could be accomplished with so trivial a cause, the inference was strong as to what might happen for greater reasons. This little talk had its effect, for when the ordinance was offered and passed, it simply said that there should be no coasting, and fixed the penalty of violation at from \$2 to \$5 fine. Mr. Mott had previously agreed to this. In fact, Mr. Depkin brought the ordinance to Mr. Mott and allowed him to act as censor.

### Eddie Foy's Troubles.

Eddie Foy, the comedian of "Sinbad," varnished his stomach with a 42-caliber dose of bicycle medicine during the performance at the Grand last night and was taken to his room in a hack after the show, says a St. Louis paper. For the past month Foy's throat has given him trouble, and he has been under the care of a physician in Chicago. When he left Chicago with the "Sinbad" company two weeks ago his physician gave him a bottle of elixir, with instructions to gargle the vocal apparatus every three hours.

In unpacking Sunday night Foy took from the tray of his leather trunk two bottles of similar shape and size, one of which contained the throat wash and the other a solution of ammonia and nitrate of silver, which he used to clean his bicycle. Before making up for the first act of "Sinbad" last night he took a long draw of the bicycle wash, confusing it with the throat elixir. Before the bicycle medicine had reached Foy's tonsils, his face began to explode, and Comedian Joe Doner rushed around to the box-office for Manager Henderson. Restoratives were brought from a drug store and the unfortunate actor managed to struggle through his part. Foy is now in charge of Doctor Keir.

### "Americans are a Wonderful People."

The Americans are a wonderful people says the "Scorchers" in *Wheeling*. Everything they do is on a large scale. Even their jokes are bigger than anything in the same line raised in other countries. Their latest joke is to ask Zimmerman to become sheriff of Monmouth County, N. J. It appears that a committee waited on him a few days ago, representing the independent party, "which includes a mixture of republicans, mugwumps, prohibitionists, populists, and freethinkers." This should be a pretty hot mixture. I don't quite know what a mugwump is. It may be a new kind of liver pad, or something to drink, or an Italian dish; but be that as it may, the mugwumps are determined to have A. A. Z. Zimmerman can ride fast, therefore he should be able to do with ropers—that is if the duties of an American sheriff are similar to those of the English article, in whose routine the hanging of murderers, as they are considered by some, heroes as they are reckoned by others, is included. Having broken so many records, it follows necessarily that he would be an excellent man to put the "brokers" in. (Curious that the brokers should always visit the stone-brokers.) The champion, like another famous man, Richard, Duke of Gloster, was unwilling to have fortune buckled on his back all of a sudden, so he asked for time. Like a wise man, he said that he would consult his friend, Joseph McDermott, and would give the mugwumps, populists, and freethinkers an answer at the earliest possible moment. He further assured the deputation that should he stand he would "down the democrats." The latter should employ Hillier to look after their pacemaking arrangements. The champion's speech was received with great cheering, and with this the mugwumps, etc., were fain to be content. Zimmerman came in the nick of time. He has risen to fame on the ruins of the great J. L.'s reputation, and now soars aloft symptomatic of the American eagle. If he does not become an actor they may yet make him President.

Cy Davis, the Chicago racing man, is the happy father of a nine-pound girl.

## CLEVELAND SOCIAL EVENTS.

CLEVELAND, OHIO, Nov. 27.—A novelty in the shape of indoor football is to be introduced by the Cleveland Wheel Club. Two teams have been organized and are now in active practice. The clubhouse ball-room, with an area of 48 x 80 feet, offers ample opportunity for one to disfigure his face and bruise his body. Rubber sandals will be worn, as the floor is as smooth as polished glass. However, the smoothness will be preferable to splinters. Lots of sport is anticipated, and will, no doubt, be enjoyed. During Saturday night's practice Marshall hurt his back, Cook was nearly crushed in a rush, and Bonesteel lost a tooth. And they call it fun!

F. William Hall, that clever hotel thief, has not been found as yet, though Manager Brobst, of the Hollenden, has tried hard to get a trace of him. The wheel stolen from Mr. Taylor has been found at a pawn shop, where a loan of \$10 was secured upon it by the presentation of a forged bill of sale.

The first annual Lakeside ball, which occurs at Red Cross rink on Tuesday evening, December 5, bids fair to eclipse even the ball given jointly by the C. W. C. and L. C. C. at the same place two years ago. Invitations are at a premium.

The first dancing party given by the Cleveland Wheel Club took place on Thursday evening last and was a pronounced success. About seventy couples indorsed it as such, and are looking forward to the next, which will occur the latter part of December. These socials will be given monthly throughout the winter.

Incorporation papers for the Cleveland Wheel Club Co. were received from Columbus last week. A new election of officers will now be in order, and the wire pullers are hereby notified to get their machinery in smooth running order.

Messrs. Taylor & Packer, the Euclid avenue cycle dealers, have dissolved partnership. The latter associates himself with the Wade Park cycle store on Fairmount street, and Mr. Taylor continues at the old stand.

E. C. Johnson and Art Brown, the Lakeside flyers, were recently invited to pace Bliss and Dirnberger at Nashville, but neither could accept the invitation.

The Cleveland Athletic Club is having a billiard tournament and the four best players will be formed into a team to represent the club. Already the Cleveland Wheel Club, which numbers some good players among its membership, has been notified that it will be the first to receive a challenge.

About twenty teams have entered for the Lakeside pedro tournament, which opened a few days since.

The C. W. C. is to have a grand pool tournament, to open about December 15. The leaders at the finish will comprise the club team and will be ready to cross cues with other organizations.

Ladies' nights are to be a feature at the C. W. C. house. They will be informal affairs and will occur monthly, in addition to the regular monthly hop.

The Johnsons, Lutie and Ernie, of the Lakeside racing team, have gone into the jewelry business on the West Side.

### Holbein's Hard Luck.

If ever a man has been persistently dogged by the demon of ill-luck, this season, that man is M. A. Holbein. Time after time has he attempted to beat record, and when the elements have not conspired together to thwart his purpose, there has been no lack of other untoward circumstances to prevent a success. In the summer he essayed to beat the 12 and 24 hour tricycle records, but unhappily chose the stormy day on which the Skegness disaster occurred, and was deluged in a frightful thunderstorm. Then he was laid up with a sprained knee and ankle, and only recovered completely at the end of the season, when quite recently he started on a record-breaking trip. On the Lynn road a pacing tandem tricycle came over and brought him down, rendering it impossible to continue, although well within the record, says *Cycling*. A week later he started again, and once more a pacing tandem collapsed and brought him over, this time badly injuring him. He is now under medical treatment, having severely injured the bones of his chest, and all who know the swarthy, good-natured Holbein will wish him a speedy recovery, and better luck next time.

### IT BEATS POLO.

An indoor play for cycles, called "Velo-Poule," has been invented in Paris.

In a square twenty-one feet on each side are placed eight red pins, represented in the cut by numbers; and eight black pins, shown by points. The pins are of rubber, about the size of pneumatics. The track is inclosed by cords supported by posts. Each player enters the square alone upon a safety in his turn. To play, he must throw down the eight red pins in their numerical order without touching the black pins or going outside the line of the track. For every infraction of the rules he is fined and loses his turn. As can be seen, it is not complicated but very amusing.



G. Edward Shaw, formerly with the McIntosh-Huntington Co., of Cleveland, has cast his lot with the Stover Bicycle Mfg. Co.



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Copy for advertisements must be in hand the MONDAY before publication.  
All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.

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		Massasoit House.	LaFayette House.

GEO. K. BARRETT, EDITOR.

**RACING AND THE RACING BOARD.**

The Racing Board, at its annual meeting at Cleveland, has at last formulated its long-looked-for recommendations on the amateur question to the National Assembly, which meets next February. Chairman Raymond's leaning toward the two-class system was well known, and it was quite to be expected that the board would agree with him and recommend to the national body that they constitute a Class A and a Class B. The general sentiment of the cycling press—in which we agreed—was in favor of the adoption of a simple and a liberal amateur definition as the easiest and best way out of the woods; and the Chicago member of the board was of the same opinion. With this one exception all the members agreed with the chairman of the board on the two-class plan, and the recommendation was made in accordance with Mr. Raymond's pet idea. While we would have preferred to have seen the simpler plan recommended we can not receive the recommendation adopted otherwise than with joy, as a vast improvement over the plan that has been so thoroughly tried and found so utterly wanting.

The action of the Racing Board is undoubtedly but the prelude to the adoption of the plan by the National Assembly, and we may look on it as though it were already adopted. In the future, then, the Class A man will be that rara avis who is willing to ride for medals, trophies, and mementoes only, and those of a value of not over \$50. The Class B man will be the one who will get all the money that he can from the manufacturer in the way of salary and expenses, and will race for prizes as costly as any race promoter can be induced to provide, for all limitations have been taken off the prize values for this class of riders. After all that has been said and written, this statement does look bad in cold type, but it is not half as bad as the contemplation of the bastard system of the last season.

**HORSE-PACED RECORDS WILL NOT PASS.**

The Racing Board has decided that it will not accept any records made with the assistance of pacing furnished by anything other than man power, because pacemaking of any other kind is foreign to the sport. In other words, the board will not hall-mark horse-paced records. This means that Tyler and Windle are the holders of the recognized flying and standing one-mile records respectively. It means that Johnson holds all the records from a quarter to three-quarters of a mile, inclusive. Records for distances less than a quarter will not be taken note of at all, but the one-third and two-thirds of a mile will be recognized. The failure to accept horse-paced records will deprive Johnson of his mile record, and Bliss and Dirnberger of their shorter distance records.

The refusal of the board to consider records for distances less than a

quarter of a mile is a good decision, for their acceptance would do no actual good and would but complicate the keeping of the tables—an already arduous task. A man who is good for a record for a hundred yards is good for one at a quarter. The acceptance of horse-paced records would also complicate matters if they were kept as separate records. They could, however, and, it seems to us, should be recognized as regular records, for the limit to a record breaker's speed seems to be reached, now-a-days, only when his pacemakers reach their limit; and in this era of multicycles it is a question of getting the right men for pacemakers rather than of getting the right speed merchants to make the records.

**STRAY SHOTS.**

**Days of Chivalry not yet Dead.**

In days of old ye knight of the golden headlight would mount his steed and sally forth in search of adventure, and he was well pleased when he could relieve a fair lady in distress. It seems strange that a spark of this adventurous gentleman's chivalry should have descended through the ages and come to the surface in a plain, everyday hoosier wheelman. And yet it is true, if we are to believe our friend the rival journalist. This gentleman, who exists on the "garden sass" brought him by delinquent subscribers, is ready to vouch for the truth of this story: "But a few Sundays ago a hoosier cyclist mounted his trusty steed and sallied into the country in an endeavor to kill a few hours. He headed for an adjoining town, but on his pilgrimage he passed a little country house of worship, and prompted by curiosity stepped in to listen to the sermon. The preacher was through talking and a number of converts were being baptized, so the wheelman stayed. A beautiful girl was watching the immersions and shivered every time one of her companions was ducked. Seeing her distress, the modern Don Quixote spoke to her and she told him that she feared to enter the water. Then the old chivalrous blood that had lain dormant for centuries came to the front and the hoosier stepped up and volunteered to take the maiden's place. He never flinched when the minister put him under, and came out a wetter if not a better man."

We wish there were more of these chivalrous men. If there were we would see less of the anarchists, and the Turkish bathhouses would do a rushing business."

**Plenty of Parental Strength.**

Here's a funny story. The fellow who told it did not bind us to secrecy and so here it is:

Col. A. A. Pope has a son, as many of our readers know; a son who



ALFRED L. POPE, "THE LITTLE COLONEL."

is just at that interesting age of young manhood when one can spend all kinds of money in all kinds of ways. Alfred, Jr., has the money and spends it; and like David Copperfield asks for more. Part of the money goes for clothes. One day he came into a room where his father and a number of others were, arrayed in resplendent garb. To speak vulgarly, he was a perfect dude. His father caught sight of the clothes and was not more than half pleased.

"Look at those clothes," he exclaimed. "Do you know what people say to each other when they see those clothes? They say, 'That young man will not wear clothes like that when he works for them himself.'"

Alfred gave his sire a look of disgust and turning on his heel said disdainfully, as he left the room, "Work! What should I ever work for. I have a strong father."

**Music Hath Charms.**

Sousa's white-gloved hands had just begun to beat time, and his famous band had started on that thrilling piece of martial music the "Washington Post March," when a party of racing men walked into the Trocadero the other night. The cracks all stopped in the doorway to listen, and so inspiring was the music that all of them unconsciously beat time with their feet. As the last sweet strains died away among the rafters of the armory the wheelmen proceeded to distribute themselves around one of the tables, and cigars were ordered for all.

"That piece is a favorite of mine," said one of fortune's favorites, as he tilted his chair back and watched the contortionists hump their backs until they looked like full-fledged scorchers. "Whenever I hear it at a race meet I am always sure to win. Do you know, I think that there should always be a first-class band at races and nothing but martial music should be played. I have found music to be the greatest pacemaker ever invented and in handicaps it is especially useful. It seems to put new life into a man, and when you keep time to the music you don't notice how long the race is. One by one the men ahead of you are passed, and when the band strikes the stirring part of the piece your muscles respond and you make one grand



effort, and the race is won. At one race meet this season I started from scratch in five handicaps and won all of them. The band played the "Washington Post March" and the "High School Cadets," and it seemed as if I could ride all day by the music. The next meet I attended there was no band and I couldn't even get placed. Ever since that time I have used music as a pacemaker."

"That's funny," broke in one of the others, "music doesn't affect me that way when I am racing. But when I sit in the grand stand with my best girl and listen to one of those pieces I feel inspired and think how fast I could ride to that piece. Let me get up in a race and the effect is lost; I am a different man. I get excited and I never hear the music or the applause of the crowd. The only thing that I am conscious of is that the man in front of me is going pretty fast."

It is just that way. Music is used by the soldiers as a pacemaker and the even ranks presented by the sons of Mars when marching to one of their favorites always excites the applause of the admiring on-lookers. It is truly said that "music hath charms," etc. Notice the crowd sometime when you are near a band that is playing a march. Unconsciously the pedestrians will keep time to the music until it is lost in the distance. Even the staid old street-car horses are affected, for they prance and curvet and act as frisky as young colts.

The writer well remembers the band at the international meet. It was not a fine body of musicians but it could play march music. If you attended the meet you can close your eyes when you hear a band, and the Chicago track will spread out before you like a panorama. Every little detail of the landscape is clear and you can even see the pigeons on the roof of the big red schoolhouse. The band has been playing a dreamy waltz. The cracks are loafing along in one of the open races. No one shows a desire to quicken the pace, and the science of loafing is fully exemplified. Suddenly the band switches to a march and the riders waken up. The pace quickens and just before the men reach the first turn a black figure shoots out and takes the turn at full speed. Rounding into the stretch the leader cranes that long neck of his, and with his elbows out and pedaling rhythmically, he increases his pace, leaves the others yards behind, and, as the band plays one last burst of melody, shoots across the tape. Yells for Zimmerman fill the air, and the other racers finish in a bunch.

Great is the man who invented music.

#### Sidney Black, Trick Rider.

'Tis a pity that Sid C. Black is not an amateur, for he has all the characteristics of one. He is one of the finest trick riders in the business, and what he can not do on a safety would be hard to ascertain. Always a gentleman, this Ohio boy has won the hearts of the wheelmen in all parts of the country, and his graceful capers are always sure of an encore. Black wanted to perform at the Chicago meet, but one of the other trick-riders objected, and it was not until the last day that he was allowed to show what he could do on a safety. His tricks are marvelous and done with a grace and ease that his opponents try hard to imitate.

Black has had quite an adventurous career. Two years ago he tried to beat his way around the world. He started on an ordinary, without a cent in his pocket, and made his living by giving trick exhibitions in the various towns. When he reached Salt Lake City, Utah, he found so many attractions that he laid over for a few weeks. At the end of that time he determined to go home and settle down to business. He married a pretty girl, went to work for the Lozier company, and is now making a success in the business world. Black is twenty-five years of age and represents H. A. Lozier & Co. on the road. His favorite method of attracting attention to the merits of his wheel is to ride over curbstones, walk all over the machine, and then perform sundry little tricks that always take with a crowd.

#### Getting the Best of a Railroad.

There is only one railroad in the state of Ohio that does not carry bicycles free of charge, and that railroad is the only one connecting Columbus and Waverly. A traveler who was going from the former town to the latter found that after getting through his business he had not sufficient time to crate his wheel, but he objected to paying the \$1.50 that the railroad charges for carrying bicycles between the two towns, so he had to resort to a novel plan to evade the extortion. He secured a coffee sack, and hastily taking his wheel apart, stowed the parts away in the sack, and with it in his hand boarded the train. No questions were asked, but he could not resist the temptation, when he had reached his journey's end, of opening the sack and exhibiting its contents to the conductor of the train. The latter vowed that it was the first bicycle which had ever been carried free of charge on that road.

#### Editor Stead Looks into the Future.

In the *Review of Reviews' Annual*, entitled "Two and Two make Four," just issued, W. T. Stead, in making out a plan for an ideal daily paper, prophesies the use of pneumatic cycles for distributing the papers. An extract may be interesting:

"Holloa," said the professor, "what in the name of fortune is that?" This exclamation was called forth by a four-wheeled vehicle which was speeding along the street at the rate of ten or twelve miles an hour. A woman sat in the center with her hands upon the steering gear. The wheels of the vehicle were corrugated pneumatic tires, and the arrangement of the car was something like that of a miniature hay cart. "Oh," said Mr. Norris, "that is one of our distributing cars. They are driven by a small gas-engine. It is a German patent, I believe, but it was not in general use in this country until Stirling (the editor) took it up. The tires are rather expensive, but as the traffic is all done in the early morning, and one of the great objects of the *Daily Paper* is to secure noiseless traffic, it was thought better to set an example even before the streets were properly paved rather than create a noise in the early morning in distributing the paper."

#### Who Takes the Wall?

Aurora bicyclists are said to be jubilant over a decision of the circuit court of Kane County that they have a right to half a public roadway, says a Chicago *Evening Post* editorial.

Either Aurora wheelmen are pleased easily or the relations of wheelmen to other people in Kane County are wholly different from those existing in Cook County. Here the courts will be called upon some day to decide whether the driver or pedestrian has any right of way against a cyclist. At present, when confronted by one of these strenuous young persons in jersey and tights, there is only one safe recourse for the threatened citizen. He must climb—tree, telegraph pole, or whatever climbable is at hand. If he stand upon vain rights he will be either ripped perpendicularly by a champion racer or crushed and harrowed by the Jones family riding tandem, with the baby and the lunch-basket in front, on their way to the park.

#### They are All Coming to It.

Next year ought to see the universal adoption of racing colors by all the cracks. They are all coming to it, and at the present time over half of the fast brigade have dropped black and white and appear in a more artistic color. They are beginning to realize that it improves their appearance. Then again, when Mr. Crack-a-Jack appears in one of THE BEARINGS' colored supplements you will observe how much it adds to the picture to have the subject arrayed in a colored racing suit. At the six-day race at New York Christmas week all the competitors will wear distinctive

colors, the management requiring each competitor to name two colors as his "official colors."

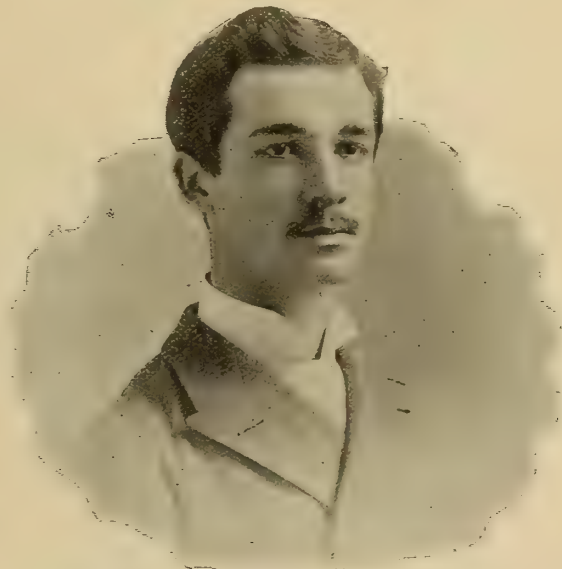
#### BOSTON AND HER SOCIAL SEASON.

BOSTON, MASS., Nov. 25.—The season is dead—that is, the riding season. Just now, in every club the entertainment committee are combing their brains with fine tooth combs for unique and attractive entertainments for the long winter evenings. It is safe to say that every organization that ever heard of a bicycle is planning a grand ball. Some of them may be grand; some of them surely won't be. But these grand balls are for the public, and it is in the strictly club events that the ingenuity and cleverness of the entertainment committee suffers great attenuation.

Pound parties, birthday parties, Christmas parties, poverty parties, card parties, smoking parties, parties and parties—these are on the list for the winter. Club rivalry is stirred just at present by the football referee's whistle. In other words, the slugging fever has caught the Boston bicycle clubs, and Thanksgiving Day we are to have a most wonderful and fearful series of games. The game which will attract the greatest numbers is between the Press and Cambridgeport clubs. It is for blood. I will send next week the list of dead and wounded. All the hospitals have been notified to be prepared for any emergency, and the nurses have been refused a holiday next Thursday.

The A. C. C. billiard, pool, and whist tournament has got well under way and bids fair to be more closely contested than ever. Several of the clubs about Boston will conduct hare and hounds runs Thanksgiving morning.

The French cycling world is excited over a new machine—marvelous, say some; absurd, say others. It is a racing machine called the "lightning racer" and is the invention of a Frenchman, who has happily combined the power of both the arms and legs. There is no need for the Frenchmen to get excited. Such a machine was ridden by a novice at a New York meet, the rider winning easily.



SID BLACK.



# FLASHES OF CYCLING LIFE

OF BY THE IDLER



I CAN'T SEE why they make so much fuss about this fellow Johnson in the papers," said Smith. "He doesn't amount to much."

"How do you make that out?" asked Jones.

"Why anybody can ride a mile as fast as Johnson when he's hitched on to a fast horse."

"Johnson wasn't hitched to a horse. What are you talking about?"

"Just look here," replied Smith; "it says in this paper that Mary Ann, the running horse, pulled him around the first half and four men on a long bicycle carried him the rest of the way."

## Fashion Notes for Next Season.

New styles in cycling fashions promise to be very pretty next season if we can believe what the costumers of the cycling world say.

Sweaters next season will be worn either within or without, according to the temperature.

A bunch of blue ribbons at the handle-bars will be affected by the lah-de-dahs of the various clubs when riding in the city streets. Three shots at these darlings will cost 25 cents.

Last year's Jersey tights will be much worn by those who can not spare the necessary \$15 for the bloomer suit. The color of last year's tights will be, it is said, of a ripe, rich, russet brown. Fresh reinforcements in the seats of same will be very much sought after.

Gentlemen with pipe-stem legs will favor extra heavy cross-barred stockings. A new garment, called the pneumatic calf, has been talked of for such thin riders, but the costumers say they will not be worn extensively.

Beginners will carry cowbells while riding through crowded sections of large cities, and ring these instruments of terror continuously. The cowbell will be next season to the young cyclist what the chrysanthemum is at present to the dude.

When woollens are worn for underclothing they will be washed at least once every eight weeks. It has been found that good laundry work improves not only their texture but the flavor as well.

Handles made of horn taken from the palms of the hands of inveterate hill climbers will be a costly novelty much affected by lady riders.

L. A. W. standard shoes will be worn on the feet.

Club emblems worked in bright colors on the backs of sweaters will be a conceit that will find great favor with idiots, and will no doubt be largely worn.

Beer will be drank cold next year.

Railroads will be much used by persons making century runs. This is an old custom that has never lost its popularity.

Cyclists who dine at hotels in temperance towns will present a card at the door telling their excuse for remaining on the earth. Guests will please not use their knives to shovel pumpkin pie down their throats.

Persons desiring to see the editor must state the nature of their business and write on one side of the paper only. All manuscript intended for publication must reach the office not later than Monday morning.

Other new fashions will be published in our next number.

## He Knew a Good Thing.

The average cycle dealer will not run down the goods of another make. Many men sell their wheels by a judicious praise of almost every other make. The rider, and especially the new rider, is delighted with their honesty, and a sale generally follows. This has become a goodly custom in cycledom.

But I have discovered a dealer who has other ideas. This enterprising young man is agent for a certain American wheel and turns an odd penny by making repairs. I dropped into his place the other day for a trifling bit of repair to my wheel. The young man eyed the bicycle with ineffable contempt.

"Don't you like that wheel?" I asked.

"Naw," he said, "it's no good. I wouldn't take it for a gift. Who ever saw such a chain adjustment," and he fairly split himself with laughter.

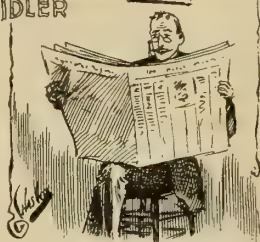
"How about the —?" I asked, naming a well-known high-grade wheel. "Rotten!" he exclaimed with more force than elegance. "That's a peach of a wheel, that is. I wouldn't be found dead with it. It's got bronze hubs and tin rims, and if you get in a hole with it, you're gone."

"What do you think of the —?" and I mentioned another famous high-grade make.

The young man roared with mirth.

"Why," he said, "no one but a jay would ride that wheel. You ought to have seen the one that came in to me the other day. It was a wreck."

And so on through the entire list of wheels that are ridden by thousands, even in this town. Not one of them had the merit of even being tolerated by the enterprising dealer. One had bad spokes, another had poor rims, a third had bearings that had to be adjusted every ten minutes, a fourth was full of castings, a fifth was made to sell at \$100 but changed at the last minute and made \$150, a sixth would break clean off at the head, a seventh was a fraud, an eighth was a delusion, and a ninth was a snare.



The young man poured forth such a stream of uninterrupted vituperation and abuse that I finally, overcome by the genuine humor of the situation, laughed so heartily in his face that he suddenly stopped and asked what was the matter.

"For heaven's sake," I asked him, "what wheel is of any earthly use in your opinion any way?"

Then the force of the situation dawned on him, he colored up to the roots of his hair and—as a matter of cold fact—he had not the assurance, after all his flow of talk, to say that his wheel alone, of all those on earth, was worth the price asked.

"Oh," he said, rather abashed, "I guess I spoke a little too hot. Most any of 'em is pretty fair."

Moral: Don't talk too much on one side of your face.

## Didn't Bother Him Any.

He was dressed in knickerbockers of a very stylish cut, wore a fore-and-aft cap, and was standing on the beautiful mosaic flooring of the Auditorium rotunda smoking a pipe and looking out at Lake Michigan.

Near by, leaning against one of the onyx pillars, was a mud-bespattered, worn-looking bicycle.

The floor porter came up to him, and with a regal flourish of his arm said:

"Take that bicycle out of here. We don't allow no bicycles in this here hotel."

The man cast a careless glance in the direction of the porter, and without deigning a reply continued smoking.

The porter walked away but presently returned.

"Didn't I tell you to take that bicycle out of here?" he demanded. "Now take it out, and don't let me tell you to do it again."



He of the knickerbockers never even looked at the porter. The latter might as well have addressed the grand staircase. After waiting a moment he ambled off, but shortly returned.

"Look here," he said angrily, "did I or did I not tell you to take that bicycle out of here? When I come around again, if it is there yet, I'll throw it out into the street. And that goes!"

Again the knickerbockered man puffed his pipe in silence and continued his dreamy contemplation of the lake.

The next time the porter came around he spoke no word. He simply rolled the machine to the big swinging doors, wheeled it out across the sidewalk, and flung it into the middle of the street, where a passing cab drove over it, making of it as picturesque a ruin as one could find in a day's ride. Returning to the hotel he approached the man with the pipe and said:

"I told you I'd throw that bicycle into the street, and I've done it. What have you got to say?"

"My deah man," replied the gentleman nonchalantly, "I don't care. It's not my bicycle, don't you know. I never rode in a barrow in all my life. I am—ah—Lord Snob, of Snobton."

And then the porter went down into the lavatory and kicked himself vigorously.

## A Timely Announcement.

This is Thanksgiving week, and the announcement has just been made that the L. A. W. Bulletin and Bi. World will be issued monthly hereafter instead of weekly.

Praise God from whom all blessings flow.



## "BOLAV'S" ANSWER.

**He Advances Arguments to Prove his Assertion that Philadelphia is a Sleepy Old Town.**

I am told that Kain, of the Philadelphia *Patent Insides*, calls me names because I alluded to the dusty ruins of his native town, and because I told some very plain facts anent the discomforts of the Philadelphia cycle shows. He says I am *personal* and a coward. As how? A sleepy ink slinger. As how? I have never before mentioned your name or any one else's, and I see nothing personal or cowardly in warning the unwary against the manifold ills which must befall him in the city of the hibernaters. I have proved my *courage* by spending the better part of ten days in the ancient fish market during the fearful time of the last show; I have proved it by eating lunch (?) at the Rat-killer; I have proved it by riding from the Pennsylvania station to Sixth street on a *street car* when the thermometer registered many degrees below zero; and when the *time* that is required to accomplish this feat is considered, I feel that such an exhibition of physical endurance should place me above any suspicion of cowardice. Nay, more; I have walked upon the ice-covered pavements of Philadelphia after 10 o'clock at night and braved the inquiries of the policemen who remained awake. Regarding the why, I was out so long after all the rest of the city was asleep. Even more, I have even read "Kain's Comments," and gazed upon the humorous (?) pictures and comments thereon which appear weekly in the paper he represents. Therefore, I spurn the allegation and defy the allegator. How can a man be a coward and perform these valorous deeds?

### The Philadelphia Show is a Mistake

from start to finish. No one wants it except G. & J. and a Philadelphia concern or two. The trade can not stand the expense of two shows, and in its present impoverished and uncertain condition should not even try to support two exhibits. Philadelphia, as usual when any other city competes, has gotten the little end of the horn and had better, far better, withdraw while she can do so with honor. A few more editors of the Kain variety will bury the poor old town in matters bicyclic a thousand fathoms deep. Personal journalism which can find no subject greater than abuse of brother editors and press writers, and no better way to advance the interests of itself than in printing patent insides and in belittling its peers, can do nothing but harm. I am sorry for having to waste so much valuable space, but I do not like Kain's way of getting at things, and would incidentally call his attention to the fact that vulgarity is a dangerous weapon. A club is not half as effective a weapon as a foil, my vituperative youth from Sleepyville; don't forget this little fact.

Some voluminous writer in a Buffalo paper, who signs himself "Senator Morgan"—evidently with the desire to add dignity to a very undignified pen—says that I am not only myself, but that I am also two other people, making from a very unassuming *one*, a trinity, of which I have to plead guilty (or innocent) of *not* being a part. Confine your remarks to "Imlac," Mr. "Senator," and don't mix anything as unlike as water and oil. By the way, in regard to the above, is it not time that the silly, vindictive, and uninteresting *roast* was dropped from the pages of respectable journals. I plead guilty of having once in a while made a thrust at somebody or another, but I am ashamed every time I do it; and I have never wasted much good ink and paper in this way. Just the same, it seems to be the fashion, and journals that ought to know better, print column after column of the most nauseating trash in which men and things are slashed and disembowled (metaphorically speaking), to my mind, without reason or sense. This method of getting back at somebody is mighty good advertising for the somebody, but very bad advertising for the writer.

### The Question of Prices

seems as far from settlement as ever. None of the large makers wish to state what they are going to do, but the indications point toward \$150 for specially light machines of 1894 pattern, and \$135 for improved 1893 goods. It is a pity that the men who practically control the matter are so slow, for it would undoubtedly help business greatly if everybody would stand out squarely for some policy and give all a chance to go to work. Time is slipping away now; the spring will be here before we are ready, and a repetition of 1893 may be experienced because of procrastination and unnecessary delay. The show will probably solve the problem, but the show comes in January, and very, very much of the 1894 business ought to be settled before that time. It would almost seem that a combination was in process of formation by Pope and Gormully, if the rumors of dinners and carriage rides be true; and if such be the fact, woe unto the little chaps who have forced these two magnates to build real bicycles and sell them in a reasonable way. Again, if the reports are founded on fact, it makes it all the more apparent that safety lies in a trade organization, for in union there is strength, and many little factories may be able to cope with the two big ones and the world beside.

BOLAV.

### An English Joke.

We don't know that Sir Walter Raleigh was a cyclist, but we do understand that he earned favor at court by looking after a lady's safety. Come to think of it, didn't he invent a mud-guard, or dress-guard, or something?—*Wheeling*.

Terront, the Frenchman, announces his intention of invading England next spring and having a try for Mills' record from Land's End to John o'Groats.

## WHAT IS SCORCHING?

"The soulless scorcher" is a person who has suffered many things at the hands of the press, cycling and general. He is a very convenient creature wherewith to fill up a gap; he lends himself to the writing of smart paragraphs, looks well in illustrations, and comes in handily for getting up a correspondence in the so-called dead season. We do not deny in the least that he exists. Every cyclist knows the man whose only idea of enjoyment consists in riding "all out" (and sometimes all over the place) from the moment when he mounts until he flings his leg over the back of the saddle once more, and drops on to the first convenient ditch or stone, as limp as a collar with all the starch out. This type of man is usually a vain fool, who thinks that the public mind is entirely absorbed with himself and his doings, or an enthusiast who is bitten with the "training" mania, and imagines that the best and quickest way of developing himself into a Zimmerman is to scorch, in season and out of season, as far as the last ounce of his strength will take him. But he does not pervade the cycling world in quite such large numbers as outsiders believe. The cyclist who can not raise anything above an eleven or twelve mile an hour pace himself, is very apt to jeer at the rider who flies past him, doing seventeen or eighteen, as "an idiotic scorcher, who bakes himself for nothing." Now, this is not always the case, by any means. The "scorcher" may be taking it quite easily at his seventeen-mile gait, being naturally capable of doing over twenty, just as his critic would be really and indeed "scorching" at thirteen miles an hour. There is a good deal more of the "sour grapes" spirit about remarks of this kind than is generally imagined, and the reason is not very far to seek. A very large proportion of wheeling journalists are what is called "arm-chair cyclists." They seldom mount a machine; and when they do go out for a ride, they find ten miles an hour their ultimatum. Therefore they argue to themselves, "If ten miles an hour tires me, only fancy how exhausted X—must be, scorching along at twenty! What fools these scorchers are!" And next week sees a pretty little article appear on the folly of scorching. Now, we would be the very last to advocate the style of riding that glues the rider's nose to his handle-bar, and prevents his taking any note of the country he is passing through; but many people seem to forget that different riders have different powers, and that every cyclist likes to go at his best pace occasionally. All, without exception, ride "all out" sometimes. The white-haired grandfather, on his steady tricycle, finds himself on a piece of good level road, with no vehicles in sight, and is impelled to pedal his mount along at twelve miles an hour, until he finds he is getting rather too much. The elderly business man, who is not so slender as he used to be, is seized with a desire, some fine autumn morning, to find out just how soon he can get from his home to his office, and "scorches" through the city at what *looks* only a fair average speed. The small boy sees a friend observing him over a wall, and makes his solid-tired crock rattle along at the pace of a Sandymount tram. All these are scorching, just as much as the road-racing man who rushes through Enfield at the pace of an average railway train. Every cyclist likes to do his best at times; and so it will be, as long as wheels go round, and as long as the exercise of strength is a joy to its possessor.—*Irish Cyclist*.

### Comment by "Nibs."

The writer dropped into a repair shop of one of his friends the other day and espied a light wheel undergoing some slight repairs. After some conversation the repair man said:

"See that wheel? Well, it belongs to the negro porter at L——'s."

"You don't say so," I remarked; "why, it is a better wheel than the proprietor himself has. He rides an old sixty-pound thing."

"Yes," observed the repairer. "Only last week I went to get the merchant's wheel to clean the bearings, and both wheels being in the back of the store I naturally started to take the lightest and best one, and in fact had carried it about two blocks when the porter came hurrying after me and informed me of my mistake."

"It must be very humiliating to let one's porter have a better wheel than oneself; but when you come to think of it, the one who can afford to have an up-to-date wheel rides an obsolete pattern and the poorer working-class often change wheels the most."

The use of the wheel for business purposes alone has assumed large proportions and some business concerns keep a wheel for the use of the employees' while transacting business for the firm. Unfortunately this poor wheel is in a horrible condition, as it seems to belong to no one in particular, and of course the riders do not pay any attention to it except when it is absolutely necessary. Then there is also the private business wheel. This wheel generally belongs to some clerk and the employer adopts a system of blackmail, making the unfortunate owner wear it out in the interest of the concern. I know of an instance where the owner refused to let his wheel be a general utility machine and he was informed that the concern could get a number of young men to do as they thought best; so to keep from losing his position, he had to submit gracefully.

In the backwoods of Georgia, where a wheel had never been seen before, the ignorant negroes recently saw a wheelman riding by, and a young dandy, who caught a glimpse of the wheel from a distance, ran away, shouting, "De flying devil!" This is a fact.

This sign would be appropriate tacked to a tree alongside some of the white sandy roads of eastern Georgia: "Leave all wheels behind, ye who enter here."

"NIBS."



## LENZ'S ADVENTURES IN CHINA.

**He is Nearly Killed by the Natives, Who Call him a Foreign Devil—He Finds the Walking Good.**

While in Madras, India, Frank Lenz was interviewed by a local paper. After telling how he came to attempt to make a tour of the world, he gave the interviewer a racy description of his adventures in China. Said he:

"I received letters of introduction from the Chinese Telegraph Co. to the various members of their staff along the line of route. I also got a passport from my own consul. Then the really adventurous part of my tour commenced. I had been discouraged by everybody. 'You can try,' they said, 'but take a bicycle through China—impossible!' I thought otherwise. Right from the start I was badly treated by the riotous element in the cities; but I'd determined to get through, and I didn't go back on my tracks. They made me get off the machine and insisted that certain of their number should ride it. I assented, and some bruises resulted; I can't say much for the riding. The tumbles invariably raised a laugh, and I guess that helped me through some. When I reached Hu-peh province, the people became more hostile still. At Shashe, a large trading port, I was literally hunted along the streets, pelted with sandals and—other things. On the day following my entrance to Shashe, things got worse still. As I rode along the cry was raised, 'Kill the foreign devil!' I told you just now, I think, that I never rode more than eight miles an hour. That's not so. When that Chinese mob expressed a hankering for my blood, I felt bad, and rode for my life. Voices, however, travel quicker than a bicycle. After three miles desperate riding I was fairly blown, and had perforce to stop. Then the situation became warm. The crowd took away my bicycle and came for me with rakes and hoes and things of that sort. Happily some of the crowd sided with me, and I got off with some nasty bruises. Then I began traveling by night, having my machine carried by coolies. Eventually I reached Ichang, and here the inhabitants were more tolerant of the 'devil' and his infernal machine. I didn't do much cycling for some time after leaving Ichang."

"How was that, Mr. Lenz?"

"Well, you see, between Ichang and the frontier there is a maze of mountains. I had my bicycle carried, and I walked. My total traveling in China was 2,884 miles. Of that, about 1,800 was accomplished on foot. On the borders there are savage people, and a Chinese official gave me an escort of soldiers, who accompanied me 128 miles. At the British camp at Nampong, four sepoys were detailed to take charge of me; and so I got to Bhamo. About four miles from Bhamo I lost one of my Chinamen in a very peculiar way. We came to a swamp which I personally examined, as was my fashion. I decided that the swamp was unsafe. One of my Chinamen decided otherwise, and allowed he'd do a bit of investigating on his own account. He did so, but the swamp swallowed him. I shipped the bicycle to Mandalay by river and walked myself along the new railroad track. At Mandalay, too, I was laid up with malarial fever. I made a 429 mile track at Rangoon, and came on here by steamer."

### Some Remarkable Croppers.

*"Oh, what a fall was there, my countrymen."*

While reading the Scorchers' experiences recently, the idea struck me that if the readers of this paper would only detail some of their most interesting experiences of aerial navigation, and their sensations as their involuntary flight was brought to a sudden and abrupt conclusion, it might prove interesting; so, *pour encourager les autres*, I will begin, says "Ar Jay" in the *Irish Cyclist*.

It was in the year 1878 that a splendid specimen of the Coventry Machinists' best work found its way to Portora Royal School, where the present deponent was being trained in the way he should go. The owner of this mount was the envied of his fellows, and most of all by the writer, who had just acquired the art of balancing on a boneshaker. One ever memorable day he succeeded in bribing the owner of the machine with sundry mysterious comestibles to let him have a ride, and accordingly an

adjournment was made to a quiet stretch of avenue, about half a mile long, known as the Derrygore road. With many misgivings I was helped up, and sent on my perilous journey down this road, which, I may add, ended abruptly in Loch Erne, at a spot where boats were in the custom of landing. Doubtless it was a kind Providence which brought that ride to an untimely end, and prevented my ever reaching the said landing stage.

However, to my story. Along the smooth surface I glided with much trepidation, as became one who was mounted on a tall machine for the first time. Half the journey was completed when I happened to look down just in time to see the end of my bootlace—which had become undone—catch in the pedal. In the then state of the art, so far as I was concerned, back-pedaling was almost an unknown quantity; still I used every effort to pull up, while with fascinated gaze I watched the lace gradually shortening, and reflected that it was a new porpoise hide, which would not break under any ordinary strain. The prospect of a fall over the handles of such a lofty mount as a fifty-four inch presented unknown terrors to me, but still more serious was the probability of the machine being damaged and the sad hole that the repairs would make in my shilling-a-week pocket-money. Slower and slower ran the machine, and I began to breathe more freely, but the lace had got perilously short. With a last desperate effort I brought my mount almost to a standstill, and only then did it dawn on me that in the first place I did not know how to dismount, and in the second I was tied to the pedal. In another instant the lace wound up tight. For one brief instant I hovered horror-stricken in the air while the back wheel rose, and the next I was prone on the road with one foot tied firmly to the pedal. No harm was done; my pocket-money remained intact; but the memory of the long-drawn-out agony of apprehension which I suffered while that lace was tightening remained fresh for many a day. I gave up using porpoise-hide laces after that.

### St. Louis Is Progressive.

ST. LOUIS, Mo., Nov. 23.—It is said that St. Louis is soon to have a cycling paper. John H. Ritchie, of Waverly, Ill., will probably be editor, and W. R. Wright, of St. Louis, business manager. *Cycling Echoes* will be the name of the new sheet.

Although the Forest Park road race is a long

way off, preparations are now being made for it. The committee managing the event is already figuring on the date, and at present is undecided whether to hold it the Saturday before or the Saturday after the Pullman. The members are determined to make a success of the race, and will spare no effort to have the field of starters a large one, composed of as notable riders "as money can buy." The prize list will be of such proportions as to attract the fast brigade. The present course over which the race is run is open to some objections, but unless new roads are laid out through the park in the meantime, it is unlikely that there will be any change; but extra efforts will be made to avoid trouble at the turn south on Union avenue.

A marriage license has been issued to Chief Consul Robert Holm to wed Miss Minette Upmeyer.

### Beach Wins in Iowa.

Fred Beach won in the contest for the chief consularship of the Iowa division, defeating A. A. Herring, of Sioux City, by a vote of 243 to 43. The officers for the ensuing year are as follows: Fred Beach, Muscatine, chief consul; F. B. Thrall, Ottumwa, vice consul; C. J. Santmyer, Vinton, secretary-treasurer; Thomas F. Cooke, Algona, Jas B. Green, Des Moines, and J. Fred Rall, Cedar Rapids, representatives.

The races of the Augusta (Ga.) Wheelmen and Athletic Association have been postponed until December 5, 6, and 7, on account of the bad condition of the track. They have revised their prize list and list of events and will be prepared to offer three days of fine racing.

Howard E. French and Elmer C. Davis have lowered the twenty-five-mile road record for Maryland. Their time was 1:20:00.

They are up-to-date in Utah. Fifteen races were recently run off in two hours and a half at Provo



Bob Laing. Emil Rotty. E. H. Morgan. Aleck Laing.

*A quartette of hardy St. Louis road riders at Morse's Hill, on the Gravois Road.*





# The... Columbia

## STANDARD BICYCLE OF THE WORLD.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

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AND **CARRIAGES.**



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Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel,

Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...



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Proof of the Quality and Durability of the Goods made by the

## EASTERN RUBBER MFG. CO., of Trenton, N. J.

STATE OF NEW JERSEY, { ss.  
COUNTY OF MERCER, }

Be it known that on this eighteenth day of November, eighteen hundred and ninety-three, before the subscriber, a Notary Public in and for the State of New Jersey, personally appeared John A. Barnes, Manager, and Frederick C. Overton, Shipping and Receiving Clerk, of the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, who, being by me severally sworn, upon their respective oaths, say: that during the season from May first (1893) to the present time, being the season just closed, there has not been a single bicycle tire manufactured by the above named company returned to it by a purchaser or purchasers on account of bursting; and that there has been only two bicycle shoes manufactured by said company which have been complained of; that one of said shoes has been replaced, and the other will be if returned; that there has not been a single one of said company's air tubes returned or complained of on account of adulteration of material; that none of said company's air tubes have cracked from that cause.

And deponents further say: that there are no disputes existing between the said company and any of its customers, and that said company has no complaints of unjust or discourteous treatment from any of its customers.

And deponents further say: that many voluntary letters have been received by said company from different persons, highly complimenting said company's tires, and that said letters have not been solicited or paid for in any way whatever.

Severally sworn to and subscribed before me this eighteenth day of November, eighteen hundred and ninety-three.

{ Seal. }

JOHN A. BARNES.  
FREDK. C. OVERTON.

In testimony whereof I have hereunto set my hand and official seal, at Trenton, the day and year aforesaid.

EDWIN ROBT. WALKER,  
Notary Public of New Jersey.

## Eastern Rubber Mfg. Co. - - Trenton, N. J.

MENTION THE BEARINGS

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We have entire control of the output for United States, and are prepared to offer inducements to responsible parties. Our '94 line is far ahead of anything ever offered. Advance sheets now ready. Let us send you a copy.

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# The Christmas "Bearings"

200 Engravings. 8 Magnificent Colored Plates. 20 Full page full likenesses of the most prominent racing men. Will contain 100 pages of the choicest reading matter. Price 25 cents. 3 or more copies, 20 cents each.

**Special Offer.** Subscriptions received in December, \$2.00; a reduction of \$1.00 from regular price.

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BETTER

EVEN THAN BEFORE.



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WE HAVE THREE STYLES--

A Roadster,  
A Scorchers,  
AND A Ladies' Wheel,

With the most-graceful, strongest,  
and most scientifically-constructed  
frame on the market.

All Wheels Fitted with the PEASE DETACHABLE PNEUMATIC TIRE.

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AT PHILADELPHIA,

*Under the auspices of the Associated Cycling Clubs of Philadelphia.*

**...JANUARY 29 TO FEBRUARY 3, INCLUSIVE...**

Exhibition of Cycles and Cycling Accessories.

**FIRST REGIMENT ARMORY, Broad and Callowhill Sts.**

Space has been secured by nearly all of the leading firms in the trade, and the success of the Show is assured. To secure space early application is necessary. For further information and prospectus apply to

**THOMAS HARE, Chairman of Committee,**  
104 S. Fifth St., Philadelphia, Pa.

**SPECIAL RAILROAD RATES** of one and one-third regular fare on certificate plan will be secured.

**MUSIC BY FIRST-CLASS ORCHESTRA.**

**NOVEL and INTERESTING ENTERTAINMENTS,** timed not to conflict with the business interests of the Show.

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its truthfulness:

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## THEIR INTRINSIC MERIT!

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APPLY AT ONCE FOR TERRITORY.

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## RALEIGH CYCLE CO



## MUSINGS BY A TOLEDOAN.

TOLEDO, OHIO, Nov. 25.—Among the few instances in which I have seen cycling, or anything pertaining to it, mentioned in standard literature, was a short reference I came across the other day while reading a story by that brilliant novelist A. Conan Doyle. As it arouses a very pleasant and yet painful reflection in the cyclist's mind—pleasant to think of what might, and perhaps will be, bitter to think of what is—I repeat its substance here:

"He had a small factory at Coventry, which he enlarged at the time of the invention of bicycling. He was the patentee of the Openshaw *unbreakable tire*, the development of which made him wealthy."

The author uses the word "bicycling" as I have done, but I think "bicycler" would have been more correct.

But just think of an unbreakable tire!

Mr. Doyle probably referred to a wooden or iron tire, but what a longing desire for an unbreakable tire, as applied to the pneumatic principle, naturally arises from the sight of those words. Surely the millenium would seem to be near if that adjective "unbreakable" could be applied to an air tire. What a decrease in the amount of profanity, of the repair man's profits, and of the number of weary mile walks to the next railroad station, would be the result of such an invention. But too much dwelling on this subject would make a man's spirit bitter, and himself unhappy, when he thinks of the present unhappy state of affairs—so let it pass.

To show what a curious opinion some public officers have of the wheel and its rights, I will relate a personal experience the writer had with a city councilman last spring: My wheel had been very badly damaged and I myself had narrowly escaped serious injury, as a result of the careless driving of a grocer's boy. I went to my friend, the councilman, who knew the boy's employer, to ascertain whether he (the grocer) was good for the amount of damages he had incurred by an act of his agent. I related the particulars to him and this was, substantially, his answer:

"Why, you cyclists have no legal right on the streets. You are only permitted to use them by a generous public; if you cause any trouble or are the recipient of any injuries, you alone are responsible."

To put it mildly, I was astounded. Here was a man who, I knew, took a great deal of interest in cycle racing and was otherwise friendly to cycling, and was a well-read man and a public officer, who was under that antiquated opinion that the wheel was a fad of the hour, a plaything only *endured* as a necessary evil, and had no legal recognition as a vehicle. If a public officer is so blind to the rights of the bicycle as recognized by eminent judiciary authorities throughout the country, is it to be wondered at that so many citizens of this liberal-minded republic should entertain the same narrow-minded and erroneous ideas? But nevertheless it is a disgrace to the intelligence and common sense of the nation.

That is the reason so many of our riders are in favor of a small tax on bicycles, such as was recently levied in Toledo, as being the quickest means for securing universal recognition of the wheel as a vehicle. It is to be hoped that the people will soon cast aside the prejudice which seems to blind their understanding, and acknowledge the great usefulness of the wheel as a means of locomotion,—which is as yet only partly developed,—and aid and abet, as the lawyers say, and not blockade, the wheels of progress.

## CREAM CITY GLEANINGS.

MILWAUKEE, WIS., Nov. 29.—Milwaukee is to have an Association of Cycling Clubs at last. The plan has been talked off for nearly two years, but no action was ever taken until Gus Simmerling, president of the Mercury Club, wrote the presidents of the local clubs, asking for their co-operation. All the clubs will elect delegates and be represented at a meeting which will be held December 7. Such an organization has long been needed. It will be particularly useful next season in preventing the holding of half-a-dozen or more painful and abortive races by individual clubs, all of which are anxious to milk the public, and are jealous of each other. Already rival clubs have made plans for "getting even," and settle grievances by not patronizing each others' race meets, and holding opposition races next season. Such action can not help but be detrimental to cycling in Milwaukee next season. On several occasions last season the public was shabbily treated at race meets, and it will not take much fooling to kill the sport here. An association of local clubs will bring the clubs closer together, and all differences can then be settled by the association.

Mike Altweiger, a professional bicycle thief, was arrested here last week. On last Wednesday H. W. Watkin reported to the police that his bicycle had been stolen from the Pabst building. Shortly after, D. Stauffen also reported the loss of a wheel from the same building. Detectives Sullivan and Schoepperle were assigned on the case, and the next day noticed a fellow trying to ride a wheel. The wheel was Watkin's and the fellow was arrested. He confessed at the station that he had also stolen the wheel belonging to Stauffen and that he had buried it in an alley a few blocks from the police station. The officers went there and found the wheel. The following day Judge Wallber sentenced the thief to nine months in the house of correction, and eighteen hours after he was arrested he was making chairs at the workhouse. Wheelmen are elated over the arrest, but think that the thief ought to have been given a longer term. The police think Altweiger is a professional bicycle thief. He came here from St. Paul recently and has only been in the country about a year.

The North Side Club has abandoned its clubhouse at 788 Third street and is now temporarily installed at Newmeier's hall, corner of Lloyd and Third streets. The directors of the club are negotiating with the Y. M. C. A.

for the lease of the association's building at the corner of Fourth and Walnut streets.

Cycle clubs are now in the social swim. On last Sunday the Bay View Wheelmen gave an entertainment at the South Side kindergarten hall; on the Thursday before the Milwaukee Wheelmen held a social at the clubhouse; on New Year's eve the Mercury Club will give an entertainment and dance at Harmonia Hall.

## GOOD ADVICE TO EXHIBITORS.

We are on the eve of our cycle shows and any advice given now should be of great benefit to the trade. Henry Sturme, editor of the *Cyclist*, has reported more cycle shows than any other press man, and the words of advice given by the great English editor should be worthy of at least a few minutes' thought. We reproduce his, "Of Interest to Exhibitors":

"Last year, prior to one of the exhibitions, we spoke of the great loss which an exhibitor meets with who is not ready with his exhibits by the time the practical portion of the cycling and other press make their round of inspection. It is indeed a highly important point to remember that if the object of the exhibitor in attending a show is publicity, and not merely the publicity of the show itself but all the publicity he can possibly obtain through the medium of the thousand and one journals which devote space to a description of the exhibits, he should at least make certain that every facility is given to the journalists to enable them to obtain a clear and accurate idea of what he has on view. Those exhibitors who turn up blandly with their machines about the middle of the week miss all this, and, believe us, it means a great deal to them; therefore it pays every exhibitor, both great and small, to use every effort to get all machines into the hall on Thursday, and in proper position for inspection by 10 o'clock on Friday morning.

"Under the existing conditions of machine construction, in which the different patterns of a firm differ only in the minutest detail from each other, the quality of material used, and internal parts of their structure, it is simply a matter of impossibility for any one but the manufacturer himself, or those in his employ, to with certainty distinguish pattern A from pattern B, and so on; and therefore, if correct descriptions are desired, not only should the machines be in position for inspection, but cards descriptive of their pattern in the makers' list, and their chief points of construction, should also be attached to them. In many cases last year, although the machines were ready and in position early, these descriptive cards did not make their appearance till quite late in the week. This is the chief point to which we referred last year which we desire to emphasize, and we also offer the following suggestion, which we think careful exhibitors would find to their advantage to adopt. As a rule, an attendant, who may or may not know anything about machines, gets them out of their wrappings, puts them on their stands, hastily screws on saddle and pedals—the former just anyhow so long as it is on the pin—and then polishes up, and the machines remain thus throughout the show. Our idea is that as soon as the workman has finished his work the manufacturer himself, or some one in whom he can place reliance, should carefully attend to each machine, and see that it is properly adjusted according to its type. Thus upon former occasions we have seen, in quite the majority of cases, roadsters, racers, ladies' mounts, and, in fact, all machines on the stand, adjusted in practically the same manner, while many have not been adjusted at all, and appeared in absolute discord so far as their relation to their several parts were concerned. We refer more particularly to the position of the saddle and handle-bar; machines should be adjusted differently, according to the type of machine dealt with—thus, while the path racer would have the saddle back and the handles low, the full roadster would have the saddle placed close up to the seat pillar, or upon the front end of the arm, if a T piece is used, and the handles brought into a position on a level with the saddle, while the road-racers would be adjusted to somewhere about a mean between the two. Again, full roadsters might be fitted with the accessories which go to complete them; the lamp upon the bracket, the bell upon the handle-bar, a tool-bag attached, and to complete with the pump affixed to the handle-bar or top tube by clips or other convenient means. For the convenience of attendants and exhibitors generally we will finish up by repeating our suggestion that for their personal comfort they will find it an advantage to provide saddles mounted upon light tripod stands such as we use ourselves in the preparation of our show report."

## ADVERTISING COPY AND CATALOGUES.

Does your advertising suit you? Are you getting the best possible results for the money you are spending? Would it not pay you to spend a little of that money in having your "ads" written by a man who is an expert in the advertising business and who is thoroughly and practically acquainted with the bicycle business as well?

Do you want to get out an attractive and taking catalogue at a moderate cost?

If interested, address: Advertising Expert, care of THE BEARINGS.

Auction sales of bicycles are held weekly at Tattersall's horse market, Paris, and are proving a money-making scheme. At the last sale sixty-eight machines were disposed of. As bicycle catalogues are sold in France the would-be purchaser eagerly hails this opportunity to purchase.

Jerome K. Jerome, the author, is an uncle of Frank W. Shorland.



**Fred Osmond Is Interviewed.**

A sojourn among the go-ahead, up-to-date, creation-licking Americans has done wonders for Osmond, and in place of the listless, drooping racing man of '92 backward, we have a keen, decisive, restless man of the world, with well-formed ideas, says a *Wheeler* representative who recently interviewed F. J. Osmond. Except that he has adopted the soft, folded felt hat of the States, the writer discovered nothing American about him, and listened in vain for the pronounced "twang" with which the gossips have so generously provided him. He certainly appears bigger and heavier, and has apparently left his stoop "on the other side." In reply to the question as to what he thought of the American racing-men as a class, Osmond gave it as his opinion that they were very fast; the best men were a little faster than ours, but not very much.

"This is not altogether surprising," said he, "because the men in America have much more encouragement given them than Englishmen get. If a man shows any promise, his club never lose sight of him, but give him every facility for developing his speed. He gets more attention, in fact, all round than an English rider would get."

"Of course their tracks are vastly superior to ours?" I hinted.

"Well, the Springfield track is A1. It is the fastest I have ever seen. The surface is splendid and the banking is of the very best. Being made so wide, and with beautiful long straights, there is not so much need for high banking. To me it was a real pleasure to ride on their tracks, for there was not the slightest difficulty in getting round the curves. Of course some are better than others, but they are all good."

"What of their roads?"

"Oh, very bad, except at Boston, I never saw worse anywhere, and they were simply unridable in places. I never want to do any scorching on their roads. But I had several enjoyable rides at Boston."

"The clubs are very large and influential, I suppose?"

"Well, yes, they are never short of funds in America. It doesn't take them very long to discover if a man has any merit, and if he has, he gets support and encouragement, as I said before. The 'class' back a man up."

"You were treated well everywhere, I suppose?"

"Oh, yes, splendidly. The Boston Athletic Club gave me a fine reception. I became fond of this place, which is more like an English town than any place I visited."

"How do American machines compare with the English makes?"

"English cycles are decidedly superior, although several firms turn out capital machines. Our designs are always better, but they can build good machines. As to the future trade with England," he added, "I think there is a splendid field for English manufacture."

**How Meintjes Trains.**

L. S. Meintjes, before he left America, was induced to write a syndicate article on his impressions of America and his method of training. He writes that he thinks that our riders are the best in the world. The *St Louis Republic* is one of the papers that contains the article. He says:

"My system of training is nearly the same as Zimmerman's. In spring I begin to prepare for the racing season. My preliminary work consists of a ten-mile spin on the track about 10 a. m. I ride at a slow but steady pace, and after I have finished I get a good rub-down and rest quietly for a couple of hours, when I enjoy a two-mile walk at an ordinary gait. Coming back to my training quarters I again mount my machine and reel off about twenty miles, going free and easy. This sort of exercise I continue for about a month, until I find my muscles are working free and that the stiffness which appeared when I began has entirely disappeared. Walking, I think, makes the muscles active and the wind good. Having followed the schedule mentioned above for a period of one month, I then begin to sprint. I ride about five miles in the morning and ten in the afternoon. The early part of my ride is confined to a slow pace, which I gradually increase, and finish with a sprint at top speed. This work I continue for another month, when I begin to sprint quarters and halves. Having satisfied myself that I am thoroughly fit, that is, that my muscles are working freely; that my mind is good and I am able to wind up with a strong sprint, I start out for the race meets. After that the work you get in your races will be quite enough to keep you on edge, provided you diet yourself. I eat everything and anything I like, except pastry. I never use liquors, but am an inveterate smoker. In training a man should be careful to wear a sweater. It helps to reduce the superfluous flesh and absorbs the perspiration. Draughts should be avoided. A slight cold is apt to put a man out of training for an entire season. In a race a rider should never overexert himself. As soon as he feels that he is not going well he should stop riding and not punish himself. Overexertion is apt to result in permanent injury of one of the organs and cripple a man for life."

**The Stearns Will List at \$150.**

E. C. Stearns & Co. have announced that their wheels will list at \$150 next season. They express little respect for those concerns that are waiting to see what the "big makers" will do before they announce their lists. They say that they can not afford to sell their wheels for less than \$150, and will make it no less under any circumstances. F. Howard Tuttle, who is at present in Chicago, will go out early next week for the house.

John S. Johnson will open a skating rink in Minneapolis this winter.

# FAIRBANKS' BUILT-UP WOOD RIMS.

(PATENTED.)

Are not only the original wood rims but also the only ones that have been uniformly

**SUCCESSFUL and SATISFACTORY.**

We are now prepared to supply manufacturers with any quantity desired at extremely low prices, and invite correspondence regarding same. We would be pleased to send samples to any manufacturer who contemplates fitting his

**HIGH-GRADE WHEELS WITH HIGH-GRADE RIMS.**

Imitations are always Inferior to the Original.

## FAIRBANKS WOOD RIM CO.

Room 34.

21 Park Row, NEW YORK CITY.

NOTE: Our rims are guaranteed in every particular.

MENTION THE BEARINGS.



**A Thrilling Ride.**

McKee & Harrington's office employes had a good laugh last week. Their secretary, E. T. Irving, wished to take an afternoon off to attend a funeral, football game, or something of the sort, so he hurried through his morning's mail, took a flying trip to the station at Lyndhurst, and boarded (as he supposed) a local train that should land him at Passaic (his home) in a few minutes. He had jumped on the front platform and attempted to enter the car, but discovered to his dismay that the door was securely locked. It was then that he first noticed that he was on the platform of an express car. He wondered that there was an express car on a local train and at the speed at which the train was going. After a short time the train reached Passaic, but whizzed past the station without stopping. It then dawned on the secretary that he had boarded an express train by mistake, with no chance of getting off until the next stop—fifty miles. One can readily imagine the feelings of the gentleman on the platform of a locked and unoccupied express car, immediately in the rear of the tender, pelted by cinders from the locomotive, the mercury nearly at zero, and traveling at sixty miles an hour. To add to his discomfort the engine took on water from the troughs that run between the rails and when the tank was full it overflowed on the front platform, and of course he was drenched—literally soaked. He was a sorry looking object, more dead than alive, when he alighted fifty miles beyond his destination. This, he says, is the most thrilling ride of his experience.

The Elswick Cycle Co.'s English factory has been destroyed by fire. The company's Stanley show exhibit was also lost.

The latest French invention is a swinging pedal fastened to the crank pin. The pedal is always below the pin, and reminds one of the motion obtained from the old-time "Facile."

Masetti, the Italian student who traveled to the World's Fair from Milan, is now on his return. He recently arrived at Paris from Calais. He is very much pleased with his journey and Chicago.

The first road race ever run at Turner's Falls, Mass., which came off on November 16, was won by A. H. Davey, who also captured time prize from scratch, riding the eighteen-mile course in 1:14:00. A heavy wind prevailed.

Gus Steele and the other unfortunates who won prizes at Grand Rapids and waited for the committee to ship them, will be sadly disappointed to learn that the West Michigan Fair Society is bankrupt, and will not be able to provide the prizes.

**- - DEALERS - -**

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**Make Money in the Bicycle Business**

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Cash  
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**Sieg & Walpole Mfg. Co.**

**275 Wabash Ave., CHICAGO.**

Factories: CHICAGO. TOLEDO. INDIANAPOLIS.

**"The Scarlet Letter" will be ready January First.**

Mention The Bearings

# WARWICK TALK.

**A few words of prose. Poetry does not count this year.**

**We have been asked what our policy is to be for '94.**

**We answer, to sell wheels—to sell them legitimately—to protect our dealers—to touch shoulders with the trade in every possible way—to give dealers a chance to make money on the WARWICK, and to make a dollar ourselves.**

**We shall have the most complete line of wheels that we have ever shown, and all will be strictly high grade.**

**Our '94 Models are nearly ready and will have many new and attractive features that can not fail to please.**

**We invite correspondence and are always glad to answer questions, especially if they are business questions, relating to our business.**

**WARWICK CYCLE MFG. CO.**





## AGENTS

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*RESULTS---THAT'S IT.*

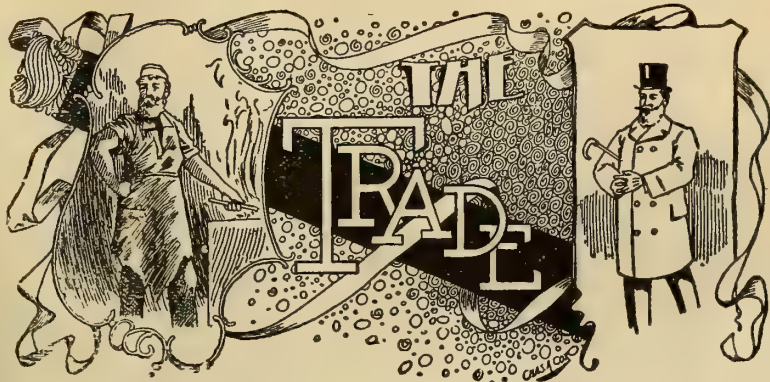
How about '94? Are you with us?

**HILL CYCLE MFG. CO.**

142-148 W. Washington St., CHICAGO.







*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application*

## TARIFF AND BICYCLES.

The Ways and Means Committee of the democratic House of Representatives has been at work on a new tariff law which will be submitted to the House in the near future. The part of Chairman Wilson's bill that will particularly interest the bicycle trade is the final clause of Schedule C, which provides that "manufactured articles or wares, not specially provided for in this act, composed wholly or in part of any metal, and whether partly or wholly manufactured, will be dutiable 35 per cent. ad valorem." It is under this clause that the duty on bicycles will be levied if the bill ever becomes a law. The duty on forgings is 30 per cent., and on malleable castings, bar steel, and steel tubing 25 per cent. The chances of this bill ever becoming a law are remote, even though the democratic congress will deal with it; and as far as it affects the bicycle trade, even if passed it will work but little change. The reduction on the completed bicycles and on the raw material is about the same, and is not so great that it will give much of an impetus to the importing trade. Even at the prices that ruled last year, a 45 per cent. duty was almost prohibitive, and if the season of 1894 sees a reduction to \$135, the present duty will effectually shut out all such foreign concerns as do not at least put the finishing touches to their wheels in this country. Thirty-five per cent., if adopted, will be harder on the importer than 45 per cent. was on the basis of a \$150 list for American-built wheels. The most encouraging feature of the bill to the American maker is that whether it becomes a law or not, it will not materially affect his business, except as it may affect the general prosperity of the country.

## WILL DEFEND THEIR RIGHTS.

**The Fairbanks Wood Rim Co. Prepared to Sue Infringers—Other New York Trade News.**

NEW YORK, Nov. 27.—That the wood rim question will be an important factor in the manufacture of bicycles for 1894 is now an acknowledged fact. The Fairbanks' patent,—the original wood rim,—covering the process of manufacturing built-up wood rims, has been purchased by a wealthy syndicate, which have organized and will do business as the Fairbanks Wood Rim Co., with offices at 21 Park Row, New York City. A large plant is being erected in Boston for the manufacture of these rims, and before December 1 the company confidently expect to be turning out 300 pairs per day. The patent has been thoroughly searched and examined and has been declared by experts to be as sound and solid as any paper of the kind ever issued from Washington. With this as a basis for procedure the company state that they propose to protect their patents in every way known to legal lore and are preparing to make the numerous infringers toe the mark. Patents have been taken out in England and France, and the rims will be manufactured and marketed in both of these countries.

The *Wheel* man, who received "exclusive information" re the John Griffiths Sons' Co., was evidently the worse for the wear and tear of a sea voyage when he stated that "it was admitted that the Raleigh company's Philadelphia agency had been purchased by the said syndicate." When your representative called on Manager Geo. S. Macdonald, he was informed that there was absolutely no foundation for the report, and further that he (Macdonald) had so informed the gentleman from the *Wheel* office.

The cycle agencies in New York and Brooklyn are being stocked with juvenile wheels in anticipation of a large holiday business. The American Ormonde Co. have gone a step farther, and have put in a large assortment of toys, etc. This is the first attempt of a strictly cycle house, here, to provide anything saleable for the dead season.

Many of the dealers report inquiries for 1894 goods, and signs point to a healthy awakening of the wholesale lines, though one well-known salesman, who travels for a house whose factory is not a thousand miles from New York, has returned to the city in disgust. The out-of-town trade laughed at his efforts to place agencies with them at this season, and one sample machine with a new man is the result of his trip. His old customers said, "After the cycle show"; while new men are awaiting sewing-machine prices and discounts.

The Raleigh people received a nice little surprise in an order from California of fifty machines for immediate shipment, and what made the order more binding was an inclosed check (certified) for \$500. Twenty of these wheels have been shipped, the balance will follow in a few days.

## VICTORS WILL LIST AT \$125.

The Overman Wheel Co. have decided upon their list price for '94. A telegram received from them last Tuesday states that \$125 will be asked for next year's wheels, to go into effect after January 1.

## TWO HUNDRED PER CENT. DIVIDEND.

The report of the Pneumatic Tire Co. has just been made public and its publication has caused great surprise in Great Britain. The directors have recommended a dividend of practically 200 per cent. The name of the company has been changed from the "Pneumatic Tire & Booth's Cycle Agency Ltd." to the "Pneumatic Tire Co. Ltd."

## At the Stearns Factory.

A BEARINGS representative recently called on E. C. Stearns & Co. in Syracuse and was treated to a series of surprises. First he was shown a twelve-pound Stearns, which was built to the order of a Stearns' agent, who wants it for his son. The boy weighs 120 pounds and will use the wheel on the road. The second surprise was the cover of the '94 catalogue. Under a promise of secrecy he was shown a magnificent work of art, which he pronounces perfect. Mr. Maslin has just closed a large contract with a Brooklyn dealer. Frank Riggs, of Chicago, who is now with the Stearns company, is about to move his family to Syracuse.

## Bought the Niagara Machine Co.'s Plant.

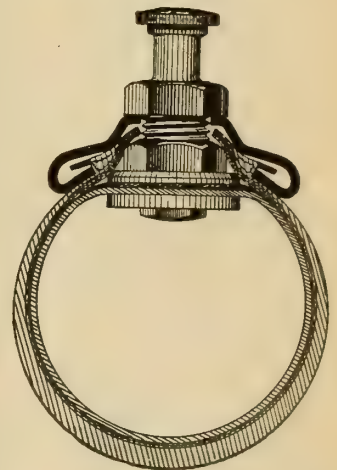
A telegram from Kensington, N. Y., states that the Spalding Machine Screw Co. have purchased the complete equipment of the Niagara Machine Co., and are now operating the same.

## Derby Company Running Full Force.

The Derby Cycle Co. are running full force and intend putting out 2,500 wheels for '94. They have made many improvements in the Derby, fitting it exclusively with the Pease clincher tire, of which they are the sole owners. They claim for it—as they do for their wheel—that it is the best tire on earth. It certainly has features which commend it to the trade. The Derby company are prepared to supply the trade with these tires and rims.

## Invented by a Chicagoan.

Another Chicagoan has turned inventor and the result is a tire that will not blow off, puncture, creep, or explode, it is said. C. F. Pease, of the Derby Cycle Co., is the man; the tire has been named after him. The inner tube is protected from the spoke heads by the outer covering. The cut shows the method of fastening the outer cover to the rim. It will be noticed that the outer casing is provided with a square shoulder running around both sides of the tire a short distance from the beveled edge which laps in the center of the rim. This shoulder of hard rubber and fabric takes the entire strain and load of the tire, and to prevent the blowing off or displacement of the outer casing little metallic clips are fastened every two inches all round the edge of this shoulder, allowing them to project over this edge in position to catch under the hooked edge of the rim. Each clip is independent, and to remove the tire each must be unhooked separately, which can be done almost instantly. This tire is without question the easiest tire to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on to the rim and the inflating of the tire. The tire is marketed by the Derby Cycle Co.



## Mr. Douglas' New Position.

The services of F. L. Douglas, ex-secretary of the Kenwood Mfg. Co., and late of the F. L. Douglas Cycle Co., have been retained by the Gormully & Jeffery Mfg. Co. Mr. Douglas will assume charge of that part of the sales department dealing directly with manufacturers and their wants, such as tires, tool-bags and other leather goods, saddles, tubing, etc.

## Atkins Will Travel in Illinois.

The state of Illinois, which has up to this time been canvassed in the interests of Rambler bicycles by Rouse, Hazard & Co., will hereafter be handled by the Gormully & Jeffery Mfg. Co. direct. Mr. A. L. Atkins will travel this territory, with which no traveler in the line is more familiar. Ohio, formerly under control of a general agency, will also be handled from headquarters, and also Wisconsin.

With very few changes the '94 Winton will be built on the lines of this year's racer.



The Providence Tire Co. has been organized at Providence, R. I., by some of the wealthy men of that city. The capital stock is \$100,000 and the company intend to show a tire at the New York show that will surprise the trade. E. H. Wilson is president, E. A. Godding treasurer, John A. Shebley secretary, C. E. Eddy and A. B. McCrillis directors.



## STANLEY SHOW A SUCCESS.

**Huge Crowds Flock to the English Cycle Exhibit—A Short but Graphic Description of the Show.**

LONDON, Nov. 18.—After a big amount of booming and controversy the seventeenth Stanley show arrived at its opening day, and yesterday the doors of Agricultural Hall, Islington, were thrown open to an expectant public. Those of us who had been privileged to have a glimpse at the interior of the building twenty-four hours beforehand could not but feel wonderment at the change that had been wrought during that short period. In place of chaos, reigned sweet order and symmetry. Bright new cycles occupied the space previously delivered up to packing cases and timber. The electric light shone down upon the just and the unjust; upon the fully displayed exhibits and upon the incomplete ones. The ordinary visitor is the victim of many emotions. First of all he is lost in utter bewilderment at the brilliancy of the whole scene. The thousands of machines, the flashing of the brightly nicked parts, the wonderful diversity of type and pattern, and above all the keen competition among tires, all conspire to send him home with a splitting headache and a delightful sense of wondrous surprise. His next feeling is one of admiration. He—and so must all of us be—is of opinion that undoubtedly the present show beats the record, and we might say, "licks creation."

The artistic grouping of the exhibits; the taste displayed in the accouterment of the stands; the way in which nature herself has been called into requisition, and palm trees and chrysanthemums disposed about the building; the glitter of brass fittings and the luxuriance of Turkey carpeting, all leave a most pleasing memory in the mind of the spectator. Another thought that presses itself home is this, that

### The Policy of Boycott Has Utterly Failed.

as every sensible person thought it would. Nearly, I might say, quite, every tire has managed to exhibit, either on an actual stand of its own or through agents, and thus the boycott trouble has been burst. Nor shall we, I fancy, ever see or hear of it again.

Among the machines the chief points worth noting are: First, the increased number of ladies' safeties on view; second, the attention given to the tandem safety; third, the attempt to bring forward a high-framed safety for winter riding. The tricycle and tandem tricycle have been obliged to take a back seat, nor do we see much of our ancient friend the geared ordinary or front-driving safety, the defection of Shorland having put a check upon development in this particular. Among the principal exhibits is that of the Whitworth company, which occupies the seat of honor in the very center of the hall. A semicircular stand, emblazoned with brass fittings, serves as a

means for the display of the firm's machines, while at the back is a huge structure forming a kind of portrait gallery, used for purposes of advertisement. Rudge & Co., though not going to such extreme lengths in their stand's appointments, have nevertheless gathered together a unique collection of eighty first-class exhibits. Humber, Cripps & Goddard, upon one of whose Nelson safeties F. Pope created the new mile record, have a huge globe in the center of their stand, and upon this

### An Effigy of Lord Nelson

stands. Some wag near me suggested that it was a relic of the 5th inst. The Crypto Co., Gamage, Marriott & Cooper, the Referee, the Leicester Co., Trigwell & Co., and others are all to the front with extremely neat groups of first-class machines.

It is impossible to enumerate every maker in detail, but one can not help pointing out a few of the points toward which cycle construction seems to tend. The rear driver will undoubtedly be the most popular next season. So far as one can judge there doesn't seem to be much alteration in the fashion of the two previous years. As a rule the Humber pattern diamond frame is employed. The steel tubes are a little larger in diameter, though not heavier in weight. Dust-proof bearings and pedals are now put to all the better class machines while some makers are adding a tubular hub and fork-crown. A tendency is also seen, notably upon the Whitworth stand, in the direction of building the safety with equal-sized wheels.

### The Ladies' Safety.

One noticeable feature is the immense development in the ladies' machine, nearly every maker exhibiting having specimens of this class. The size of the wheels has in many cases been reduced and has an advance in lightness also. The chief machines built specially for ladies may be seen on the Rudge and Whitworth stands, the former having an especial frame which allows plenty of dress room and consequent comfort in mounting and dismounting. There are other first-class examples on the other stands. As a rule the choice seems to run pretty evenly between the straight and the curved tube.

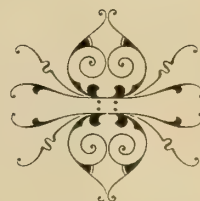
### The Front Driver.

Although this type seems to be threatened with extinction, Mr. Boothroyd makes a brave show at the Crypto stand. The standard diameter of the front wheel now seems to be about thirty-six inches or even less. Upon the Crypto stand may be seen a tandem boat driven by pedal action. A few front drivers may be seen in other parts of the building, Messrs. Trigwell and the Leicester company having several exhibits.

### The Tandem Bicycle.

To all intents and purpose we are to be visited with a rage for this machine next year, particularly as experience this season has taught us that

# THE TRIBUNE



AND

FAULTLESS IN WORKMANSHIP.

PERFECT IN DESIGN.



Write for Photographs and Particulars of '94 Models.

# THE VIGILANT

# THE BLACK MFG. CO. ERIE, PA.

MENTION THE BEARINGS.



it is positively the fastest type to be found. Most firms show one or more. The Rudge has a beauty, most carefully planned. R. C. Philpot told me he felt no unusual pride in the contemplation of it. I fancy I could get a little more pride myself even from the riding of it. The Rudge, too, has a triplet, which is practically a continuation of the tandem, strengthened of course for the extra strain. The Whitworth tandem, which holds world's record for the hour, is seen only to be envied. One maker has in the force of his ingenuity gone so far as to put the chains upon different sides in the hope of reducing the strain on the bottom bracket. To my mind he has only increased it.

#### Tricycles and Tandem Tricycles.

There doesn't seem much enthusiasm in these types. The tricycle holds its own, still keeping to the Ripper pattern, and is improved in one or two minor details. The tandem booms a trifle, coming in on the double bicycle's popularity. The Olympia, of Marriott & Cooper, is about the best to be seen.

#### Individualities.

There are always to be seen at these shows unique specimens of cycle construction. It would be hardly just to call them monstrosities, for most revolutions must have been at first monstrosities. The pneumatic wheel, which is nothing more or less than an inflated bladder of air compressed at the sides, and forming a spokeless, rimless wheel, is again in evidence. Specimens are fitted to a trolley, a dog cart, a basinette, and an invalid's chair. Cycles with high frames are also exhibited, and are regarded more as curiosities than with any seriousness. Rudge has one called the High-flier; then there is the Giraffe, and the Daddy-long-legs, all with marked features, and a generally strained appearance. No doubt the rider is well out of the mud when astride a machine of this sort; but there is a general sensation that the bizarre perch would soon result in his being *in* the mud.

#### Tires.

The tire section is most complete. I find that between thirty and forty types are shown. Some of these, of course, are likely to have a short lease of life, the more popular ones practically sweeping the board and taking all the trade. The Dunlop doesn't exhibit; but seeing that about 75 per cent. of the machines are fitted with that tire, no special demonstration is needed. The Palmer Tire Co., however, which threatens to become a formidable rival to the Dunlop Co., has a grand display. The rapidity with which this tire has sprung into popularity is only equaled by the marvelous successes that have attended riders who use it. It is a single tube, made of a fabric composed of flax thread. These threads are perfectly insulated to prevent friction. The tighter it is blown out, the less likely it is to leak, owing to the threads pulling crosswise and thus closing any small puncture. Larger holes may be plugged most effectively. The Sydney tire, upon which Hale

created his 100-mile road record, another of the single tube class, has also a good show. The Grappler, the Surrey, the Nedderman, the Hook, the Turner, the Clincher, and the Macintosh are all exhibited.

The pneumatic hub is another of the '93 Stanley novelties. Mr. Doig's patent is attracting a deal of attention. It is simply the pneumatic principle applied to the nave instead of the rim, and secures the transmission of the vibration to the center of the wheel, where it is absorbed. G. W. Smiley, at Stand 34, has a pneumatic central wheel which, while on the same principle, is totally different from the pneumatic hub. The vibration is transferred to the center of the wheel, and the advantages of pneumatic and solid are thus combined.

#### Such is Roughly the Show.

There are, of course, accessory makers whose name is legion, each with one or more novelties which he places before a critical public. It is impossible in a short report to give any detail of these smaller exhibits. The photographic section contains a brilliant collection of pictures.

From every point of view the show is a big success. Roughly, 350 exhibitors and 1,400 machines fill the hall. Today there is a surging crowd, and the gangways and passages are practically blocked. From a business point of view, I hear very encouraging reports. Several exhibitors assured me they had taken large orders before the show opened. It now remains to be seen whether the National people can break the record. They have something to do.

WILL O' THE WISP.

#### Details of the Stokes-Sterling Affairs.

Mr. Goetz, of the C. E. Stokes Mfg. Co., when questioned about the details of the recent move of his concern in withdrawing from their connection with the Sterling company, said that the move was not the outcome, as some people seemed to think, of any misunderstanding, but that circumstances had been such for a long time that the move seemed necessary. Stokes invested money in the Sterling factory at a time when he could not get enough high-grade wheels to supply the demand. He was already heavily interested in the Union Cycle Mfg. Co., but that company was quite unable to supply him with the wheels he needed, so he took up the Sterling. As time went on and the output of the two factories was increased the demand was more than supplied, and at last the time came when it was plain that justice could not be done to both wheels while they were both handled by the same house. The Stokes company's business is mostly done in the west and the Sterling was mostly sold in that locality in consequence. The situation was thoroughly discussed, and the other stockholders in the Sterling company bought out the Stokes interest and will market their own output in the future. The Stokes company will, however, continue to retail the Sterling in Chicago, Milwaukee, and Denver for the next season at least.

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Want '94 Wheels for '94 Prices Now?

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Stock carried in CHICAGO by

**WOODROUGH & HANCHETT,**  
38 AND 40 LAKE STREET.

Stock carried in ST. LOUIS by

**THE SIMMONS HARDWARE CO.**

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**The Eagle Bicycle Mfg. Co.**

FORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

#### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

## The Lightest Road Wheels Ever Made.



THE  
**BEARINGS**  
CYCLING  
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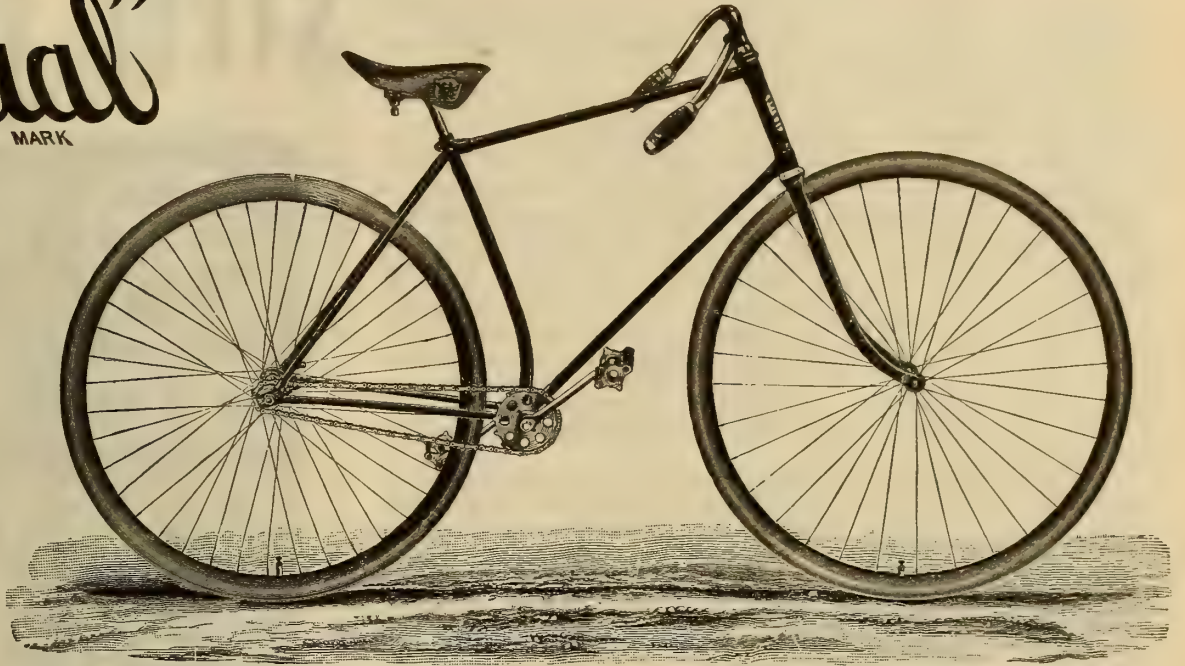
**"Imperial"**  
REGISTERED TRADE MARK

CORRESPONDENCE RELATIVE  
TO 1894 AGENCY SOLICITED.

**YOUR NAME**

for 1894 mailing list wanted.  
Send it.

**CATALOGUE FREE.**



**AMES & FROST COMPANY, MAKERS.**

**CHAS. H. SIEG MFG. CO., 275 WABASH AVE.**  
AGENTS FOR CHICAGO.

**302 WABASH AVE., CHICAGO.**

Mention The Bearings

**Even a Thief Knows a Good Thing  
When He Sees It.**

**MONARCHS**

Stand in third place for bicycles stolen in  
Chicago during the past season.

Only the two oldest and best known ma-  
chines in the market lead the MONARCH.

**What does this Signify?**

It demonstrates that while the Monarch has  
been on the market but two years, it stands  
third in popularity among Chicago Riders.

**DON'T LOSE SIGHT OF US WHEN MAKING YOUR CON-  
TRACTS FOR '94 BUSINESS.**



**MONARCH CYCLE CO.**

Retail Salesroom:  
**280 Wabash Avenue.**

**42 to 52 N. Halsted Street, CHICAGO, ILL.**



**Guarantees.**

The crying need of a national trade association is becoming more and more apparent every day. Nearly every dealer has some complaint to make which, if they were all gathered together, would make a large book. The latest is from an eastern dealer, who wishes to register a little kick on the subject of guarantees. Says he:

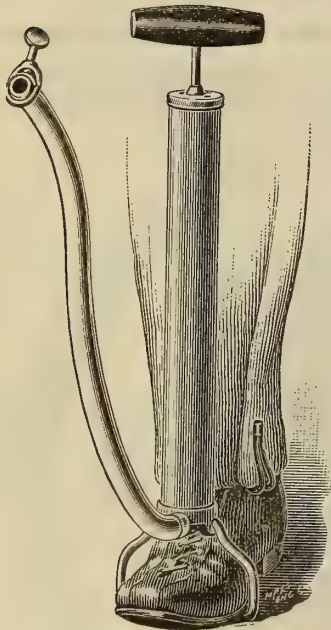
"Dealers are especially interested in the matter of guarantees of tires and wheels for the season of 1894. There is nothing that so eats into the profits of the dealer as the making good of guarantees. We may say that we can send the defective part to the manufacturer and it will be made good. Certainly. But we pay the expressage, our customer becomes impatient from long waiting and places the blame on us instead of the manufacturer; then becomes sour, and makes up his mind that the next time he purchases a wheel it will be from another dealer. We wish to avoid friction with our customers, so we do free work and free jobs the season through, until when figuring up the year's business we find that we have given away hundreds of dollars. Now if the manufacturers would give but two months' guarantee, we would find, as one of your contributors remarked, that greater care of wheels would result; that fewer false claims would be presented, and the whole business would be on a better basis. Dealers would find no falling off in sales if it was understood that all manufacturers were giving the same guarantee."

There is more truth than poetry in this dealer's statement. The average wheelman, when he breaks his wheel, never stops to think of the trouble the poor dealer has to fix it. When the latter forwards the machine to the factory it has to wait its turn, and weeks go by before the wheel is shipped back. In the meantime the owner calls the dealer all sorts of names and the first chance he gets he turns his wheel in for another make. Doing free jobs cost money. A repairer earns good wages, and often these little jobs take up nearly a whole day. We do not agree with him as to the length of the guarantee. We think that it should cover at least the riding season.

## HEATH BALL VALVE PUMP

The most convenient and effective pump on the market; therefore

**THE LEADER FOR 1894.**



Size of barrel, 1½ by 12 in.  
Powerful. Capable of raising a pressure of 100 pounds to the square inch.

Weight about two pounds. Easily carried on the wheel, if desired.

Universal Coupling (shown on the end of hose), by means of which connection can be easily and quickly made with any valve.

Hinged Stirrup, allowing barrel to oscillate with motion of the hand, and folding back against the barrel when carrying.

Finished in highly polished nickel plate.

**Guaranteed not to break.**

PRICE, \$2.00.

LIBERAL DISCOUNT TO THE TRADE.

SOLE MANUFACTURERS:

**S. F. HEATH CYCLE CO., Minneapolis, Minn.**

Mention The Bearings

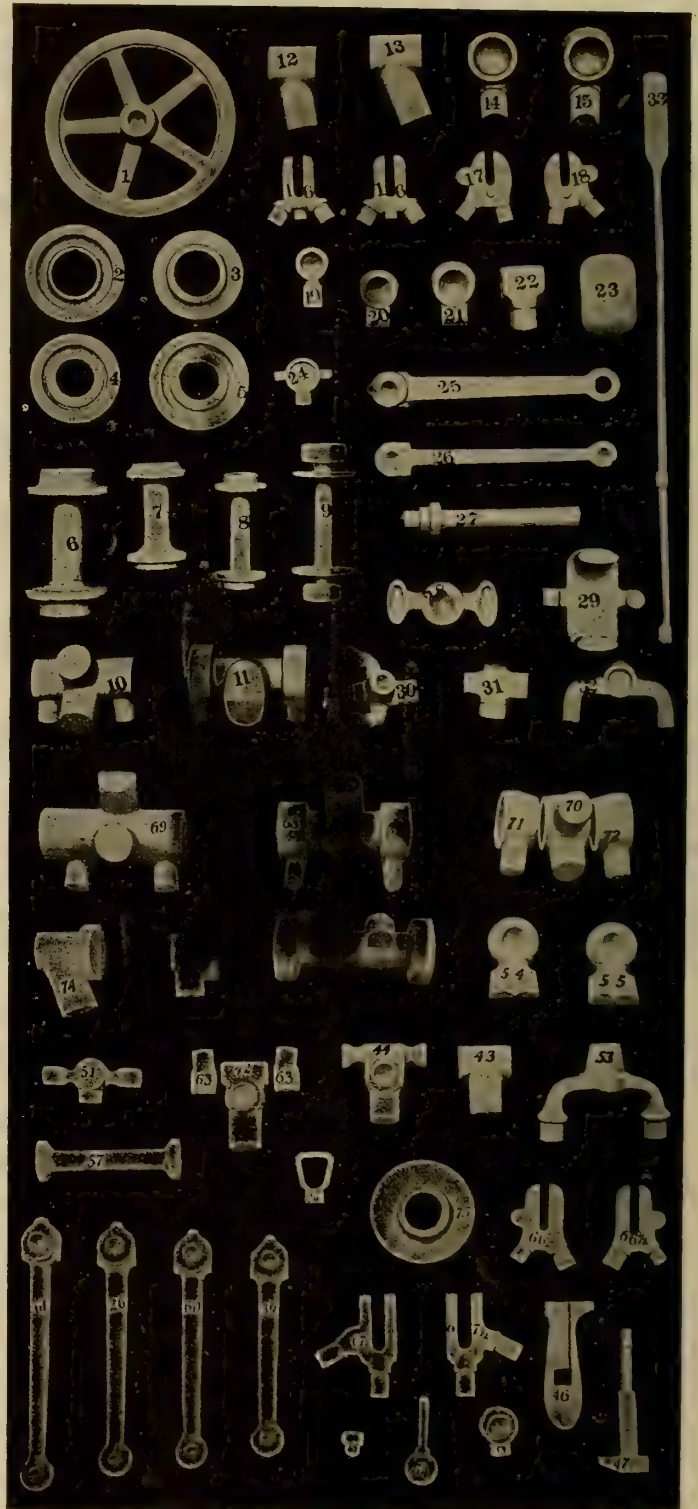
**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

GEO. W. HEARTLEY, TOLEDO, OHIO.

**Manufacturer of Cycle-Making Machinery and Tools.**

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels Pumps, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.

# STEEL FORGINGS.



These Forgings ready for immediate delivery and estimates given on special patterns.

**BUFFALO DROP FORGING CO.**

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MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 19

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, DEC. 8, 1893.

## AN EXCITING ROAD RACE.

**Baltimore Riders Charge a Regiment on Thanksgiving Day—Several Injured—Pony Jumps Over a Racing Man.**

BALTIMORE, MD., Dec. 2.—The Thanksgiving Day road race of the Baltimore Club, the one great road event of this state, was marred by a sham battle given at the same time and place by the Fourth regiment. Never before had local cyclists so nerve-testing an experience. The course was four times around a loop, made up principally of the Pimlico road. At the first burst of speed the riders saw before them a dense mass of humanity and vehicles crowding the road. There were soldiers with horse, foot, and cannon fighting an imaginary enemy and thousands of people looking on. The roadway was completely jammed. In spite of this the wheelmen came charging down on the troops like a whirlwind and yelling like mad. Col. Howard, the commander, quick to perceive the situation, ordered his men to "right oblique." This brought them up on an embankment used for car tracks and put them out of the way. The big crowd of spectators in the rear, not knowing what the excitement was, got badly rattled. Some ran round and round; others stood stock still; while others jumped ditches and climbed fences. The big cannon at that moment had been whirled into action and pointed directly up the road aimed as though at the coming wheelmen. Not at all intimidated, the riders ran right up to the cannon's mouth. Indeed, Jack White, the state champion, collided violently with it, having his wheel smashed for his pains and being put out of the race, to say nothing of an anatomy beautifully tattooed with bruises. Just then the big gun went off. A Texas pony ridden by a spectator ran away, and taking a flying leap, sailed clear over the head of the wheelman. Many other riders collided with pedestrians, only to be thrown off their wheels. Pandemonium reigned for several minutes. When the smoke had cleared off, those cyclers remaining mounted were out of sight around a bend, while those thrown off were violently swearing at their luck and having a hot time with their partners in distress. In making the ten miles the riders came across the regiment the second time. Pedestrians this time had been taught a lesson in the madness of the charge of a cycle race and gave them a comparatively respectable berth. Yet so many of the best riders had been dismounted that it was mutually decided no race at all, although the prizes were given.

### The Finishers.

Carter, a promising young rider, won. Considering the accident that he met with on the 26th instant, which somewhat disabled him, he did remarkably well. His time for the ten miles was 29:24. He had a handicap of 1 minute. E. C. Yeatman, of Washington, the champion long-distance rider, came in second. He started thirty seconds behind Carter. He won time prize in 28:50. The others finished as follows: C. D. Smoot, R. H. Carr, H. C. Lee, W. J. Espey, Wm. Wigley, C. E. Gause, E. C. Davis, H. B. Schumacher, N. S. Bogle, W. T. Robertson, C. Leatherbury. A one-mile novice race was run at the cycle track and won by W. W. Carr in 3:29 2-5.

This annual event of the Baltimore Club has always heretofore been one of the season's biggest successes. Usually the bleak weather of Thanksgiving has kept the road deserted and the riders have had everything their own way. The spring-like quality of last Thanksgiving Day and the fact that one of Maryland's crack regiments was to give a day of campaign field duty, brought the crowds and the disasters followed. The quickness in Col. Howard ordering the troops out of the road in the nick of time undoubtedly saved many casualties, as a fixed bayonet is an ugly thing with which to collide, especially when going at the speed of a race on a down-hill boulevard such as Pimlico road is.

### The Banker Brothers Sweep the Board.

CHARLESTON, S. C., Nov. 30.—The Banker brothers are a whole race meet in themselves. At the Thanksgiving races of the Charleston Wheelmen's Association today, they swept the boards. George won the half-mile handicap, the mile open, and the mile handicap. Arthur ran third in the half-mile handicap, and won the quarter-mile open, the 2:30 class, and the quarter-mile slow race. Then the two doubled up on a tandem and won the mile for that type of machine in 2:12 1-5. George's time in the mile handicap was 2:20.

## A. CRESSY MORRISON WILL RESIGN.

WILWAUKEE, WIS., Dec. 5.—A. Cressy Morrison, recently elected without opposition chief consul of the Wisconsin division, will be unable to serve the division in that capacity. Mr. Morrison made this announcement to a friend several days ago. Mr. Morrison is connected with the Pabst Brewing Co. The company has decided to exhibit the gold model of the brewery at the Antwerp exposition, and has chosen Mr. Morrison to represent the firm at the exposition. This will require most of Mr. Morrison's time in Europe, and consequently he has decided not to accept the consulship for the time that he will be in the city. The position to which Mr. Morrison has been chosen by his firm is a most important one, but the wheelmen here are sorry to lose his good services. Mr. Morrison would have made an excellent consul as he is a hard and conscientious worker. A meeting of the newly elected officers of the division was to have been held on Saturday last, but owing to the absence of Mr. Morrison the meeting was postponed. The installation of officers was also to have taken place on last Saturday, but this was also postponed. There has been some difference of opinion as to whether H. M. Baldwin, of Kenosha, or E. F. Pierson, of Madison, was elected vice consul. Retiring secretary Frank Morawetz, one of the members of the board of canvassers, says that Mr. Baldwin was elected. He will be called upon to act as consul in place of Mr. Morrison, who will probably resign.

The Milwaukee Wheelmen had intended to give a reception with the installation and retirement of the new and old officers of the state division, but owing to the hard times the idea had to be abandoned. A meeting of the old officers of the division will shortly be held and the books of the division formally turned over to the new officers.

### Milwaukee's Dark Horse.

Frank M. Harbach, sporting editor of the Milwaukee Journal, and a great cycle enthusiast, claims to have a rider, unknown in cycle circles, who will win several of the road races to be held here next season. The unknown's name is Albert Ulrich, and he has been training under Harbach since last summer. Harbach is quite a rider himself, but says he isn't in it with Ulrich.

The negotiations of the North Side Club to lease the Y. M. C. A. north side building have fallen through. The building is vacant, but the Y. M. C. A. refused to lease it to any parties for clubhouse purposes. The club is now quartered at Niemeier's hall and will probably remain there for the winter. There is some talk among the members of forming a stock company and buying a lot and building a clubhouse. This has been talked of since last spring, and it is quite likely that something may be done in that direction next spring. The club is in a prosperous condition.

Harry Fountain, one of the most popular members of the North Side Club, died last week. The club passed resolutions of condolence, and presented a copy of the resolutions to his family.

The road race of the North Side Club, which was to have been run on Thanksgiving Day, did not come off. There are the best of reasons why it was not held. The prizes, which were turkeys, had been purchased, but when the White Fish Bay course was examined, it was found that there were nearly five inches of snow on the ground. The weather was also cold, and none of the members felt like risking their noses and ears for the sake of a turkey. Straws were pulled and the turkeys divided.

### Lake View Beats the Illinois.

On Thanksgiving morning the game of football between the Lake View Cycling Club and the Illinois Cycling Club, which has been the subject of conversation in the two clubs for the past month, was played at the athletic grounds corner of Fullerton and Racine avenues, Chicago. Friends of the two teams, to the number of eight hundred or more, were present to cheer the many exciting plays. In the first half, the Lake Views scored ten points to the Illinois' nothing. At the beginning of the second half the snow, which had just commenced to fall, made the field exceedingly slippery and as a result, coupled with the desperate work of both teams, no points were scored. The Lake Views won the game by a score of 10 to 0. At the conclusion, the Illinois team were escorted to the Lake View clubhouse, where a pleasant half-hour was spent, and the visitors were given three cheers and a tiger on their departure.



## 'T WAS A GREAT SUCCESS.

**Many of the Large Exhibitors at the Stanley Show do Large Business—Events of the Week—Osmond is Married.**

LONDON, Nov. 25.—The sole subject of my letter this week is the Stanley show. I can not ascertain that a single event of striking interest to wheelmen has occurred during the last seven days outside the walls of the Agricultural Hall—except, I had nearly forgotten, F. J. Osmond's marriage, which took place at Barrow in Furness on Thursday.

Every day large crowds have attended the show, and every evening has seen the huge building thronged. I do not intend making reference here to the many interesting novelties found in the show, but it may be of interest to state that the Whitworth company and the Rudge company have done splendid business during the week. The former firm has sold between 5,000 and 6,000 machines. The Palmer tire stand has been besieged by the curious public throughout the week, even to the moment of lowering the lights after 10 p. m. J. H. Price has already taken immense orders from the trade. Some of the exhibitors at the forthcoming National show have taken away parcels of Palmer tires for immediate attachment to their exhibits, not caring to risk not getting them by allowing their purchases to be sent. Altogether the Palmer is going splendidly. Members of the trade are encouraged to puncture or stab, and then personally repair a Palmer, at the repair demonstration stand. Some of the smaller firms complain of not having done much business, but on the whole a feeling of satisfaction prevails among the exhibitors.

What I wish to refer to are the numerous side shows, meetings, etc., which have made the show

### More Like a Great Cycling Carnival

than a mere exhibition of machines and accessories.

On Monday the Hospital Sports Council met and the balance sheet for the past season was presented and adopted. The two meetings held last summer yielded the sum of \$1,733 profit, of which \$1,500 has been handed to the hospital fund. Immediate steps are being taken to settle the date and ground for next year's meeting. One meeting only will be arranged in 1894—the contests will be confined to scratch races, and the co-operation of the athletes and cyclists is expected to insure a huge success. The Pneumatic Saddle Co. has promised a challenge shield, value \$500.

On Tuesday evening the framed certificates won by competitors in the various big events at Herne Hill during the past autumn, were presented by G. L. Hillier, and Shorland, Bidlake, Wridgway, Fowler, and other favorites were greatly cheered by the enthusiastic crowd which assembled to witness the function.

On Wednesday the amateur weight lifting championship promoted by the Stanley Club was decided in Berner's Hall, before a crowded house. There were five entrants, including William Prance, of the Woolwich Amateur Gymnastic Society, who eventually proved himself the winner by lifting a 160-pound dumbbell from the floor to arm's length above the head, first with the right and after with the left hand.

The Society of Cyclists, which is now closely connected with the Stanley C. C., held its first winter meeting at the show on Thursday. Sir B. W. Richardson presided and Thomas Stevens gave his well-known lecture "Across Asia on a Bicycle," illustrated by lantern views. Stevens looks in the best of health and the many points in his crisp story greatly interested his audience. The globe circler is at present on the books of the National Lecture Agency, and quite recently lectured at Brighton. His thrilling experiences in Persia, Turkey, China, and Japan, compressed into an hour's lecture, proved very diverting—even to those who read his book when it appeared some years ago.

But the chief attraction of the week has been

### The Brilliant Trick-Riding Competition.

in which have figured N. E. Kaufmann, Gustav Doring, and Julix Brunner. Although the scoring was not announced until the concluding evening of the competition (last night) great crowds have assembled each evening to watch the tasks set and performed. The competition has quite eclipsed all previous displays in this country. Doring and Brunner are both Germans, and an interpreter conducted their communications with the judges. Doring is not so tall as Kaufmann, being apparently about 20 or 22 years of age, fair, and rather slim. He has proved himself a very clever and daring performer. Brunner, a dark, sallow man, is inclined to stoutness, being shorter and more thickset than his opponents. He did many slow tricks very neatly and exhibited much good temper when beaten. Owing to an accident in practice Brunner had to retire when the tricks on the safety were commenced. The result declared last night was—Kaufmann first, 788 points; Doring second, 621 points; Brunner third, 343 points. I have just seen the handsome challenge belt which Kaufmann has been awarded, carrying with it the title of professional trick-riding champion of the world. The silver ornamentation and the design of the large gold and silver clasp are beautifully designed.

Billiard contests between cycling club teams have formed another feature of the week. The final round for the \$262 challenge shield presented by Burroughs and Watts will be played tonight between the Beaumont C. C. and the Catford C. C.

A grand assault at arms will take place this evening, followed by a display by Kaufmann. Bohemian concerts have been held every day and Mrs. Hunt's ladies' orchestra has rendered capital musical services in the main hall.

Parties from the provinces have been numerous since the show opened.

On Wednesday a party of Nottingham cyclists was entertained at supper after the show, at the Stanley clubhouse. At the same place on the next evening a farewell was taken of E. Rivers Smith, the popular secretary of the North Road C. C., who will start for India next week, where he will fill an important appointment. He was presented with a handsome souvenir in the form of a silver-keyed flute, and wished a hearty God-speed. His departure occasions the greatest regret among his many friends.

There was a friendly meeting of the trade and the Stanley show committee held in the show on Thursday. Robert Todd occupied the chair and about fifty members of the trade were present. After spending an hour and a half discussing the show regulations, the National show, and a number of minor points, the exhibitors and the committee separated on good terms. It was stated that every effort would be made with a view to there being only one show in 1894.

C. W. HARTUNG.

## THANKSGIVING IN BOSTON.

BOSTON, MASS., Dec. 2.—With Thanksgiving Day the social season fairly opened. An animated and hardly fought game of football in the morning between the Press and Cambridgeport clubs resulted in a victory of 18 to 0 for Cambridgeport. A brass band and two little pickaninnies dressed to kill made the 1,200 people attending very happy, and the list of injured is not so long that it would take up more than a column of THE BEARINGS. Still they do say that some of the boys are feeling sore over the game.

The Union Bicycle Club held a dancing party November 29 and the Somerville Cycle Club gave a very successful minstrel show Thanksgiving night.

George L. Sullivan has been appointed by Chief Consul Perkins to represent the additional 200 members of the Massachusetts division on the board of officers.

Everybody—that is everybody who was elected to serve as a representative on the board of officers—is wondering if he will be elected to serve his division as a delegate to Louisville in February.

They are telling a very funny story at the Massachusetts Club. Two of the ladies have lately adopted the bloomer costume. Riding out last Sunday they stopped at a well-known cycling resort for dinner. As the party arose from the dinner-table in the public dining-hall the hostess saw the costume for the first time. What she thought may be best expressed by what she did. She made a frantic dive, peering under the tablecloth for the skirt she supposed the wheelwoman had dropped. Not finding it, the truth, the whole truth, and nothing but the truth, dawned upon her. What she said has not been recorded, as there was no shorthand writer in the party. The wheelwoman still wears the bloomers.

## Ulbricht Races in California.

LOS ANGELES, CAL., Nov. 30.—The features at the Athletic Club's annual field day this afternoon were Emil Ulbricht, of Chicago, and the Chinese race. The Chicago man did not show up as well as was expected, an accident to his racing wheel compelling him to ride a roadster. He qualified in his heat in the one-mile 2:30 class, running second to Smith. In the final he could not hold the pace and finished fourth. McCrea won the race; Smith second, and Kitchin third. In the mile open, first heat, Ulbricht promised to be a dangerous man, but on the last turn he ran wild, and L. W. Fox shot through the gap and won handily. Stephenson was third. He ran third in the final. Fox won the lap race; Ulbricht was second, and Smith third. J. McAleer, from the 200-yard mark, won the two-mile handicap. Fox, scratch, was fifth, and Ulbricht, scratch, was seventh.

The Chinese race was a laughable farce. Wong Ah Fook, Wong Ngui, and Charles Wong lined up for the mile, all eager for the fray. Wong Fook was the favorite and at once took the pace. Everything went as smoothly as a wedding bell until the second lap, when his wheel slipped and he took a tumble. The others did not wait, but went on, and after an exciting race Charlie Wong won.

Some one put the fallen celestial on a wheel and told him to ride the race over and then enter a protest. Wong Ah Fook did as he was told, although several policemen tried to stop him. Needless to say, his protest was not allowed. The mile was ridden in 3:02 2-5.

## Johnson's Records Accepted.

The Racing Board has accepted all of Johnson's records from 100 yards up to the mile. The latter it refused to hall mark because, while believing that the times were really made, it can not "define the rules to cover any kind of pacemaking, save those strictly within the term cycling, as applicable in record-breaking attempts." Zimmerman's, Windle's, and Tyler's records were also passed.

Harry Park, lately in the employ of the Monarch Cycle Co., Chicago, and a trick rider of no mean ability, has been trying to ride down the east steps of the Capitol, at Washington, on a single wheel, sans handle-bars, saddles, and pedals. Twice he was nearly successful, making the first four landings of thirty-six steps, but the first time, on striking the fifth flight, the tire came off the wheel, and the second time the wheel itself buckled at the top of the fifth flight.

*A copy of the magnificent edition of the Christmas "Bearings" makes a most appropriate holiday souvenir to give to your friends. People all over the country who have cycling friends are ordering copies to give away. If you want one copy or a hundred get your orders in early.*



## RECORD BREAKERS' HARD LUCK.

**Rain and Snow put a Damper on Bliss and Dirnberger—Rumor that Tyler and Windle Will go South.**

NASHVILLE, TENN., Dec. 3.—"God is not with us, never has been, and never will be," said Bliss this morning. And well he might say so. For eight weeks now Bliss and Dirnberger have been in Nashville. They were in record-breaking shape November 15, when three records fell. Then came two days of poor weather. Three more records fell on the 18th. Since then there have been good days, but never over three in succession. In this way has the time passed. When the track has been nearly dry enough for work the rain came, spoiling the preparations. It was thus on Friday and Saturday. Thanksgiving Day, the last day of racing on the Cumberland Park track, proved a failure. Friday morning Manager Atkins secured this track and work was begun at once. A better surface or better facilities for preparing it never were seen. This soil packs as smooth as a billiard table and as hard as rock. Friday night the track was ready; the sky was clear as a bell and a warm wind was blowing. Saturday morning dawned dark and dismal and at 9 o'clock a steady downpour of rain began. This brought forth the introductory remark credited to Bliss.

Saturday was a blue day in camp. All viewed a football game in the afternoon. Saturday night a stiff, warm wind from the south sprang up and the stars were out in regular southern glory. At midnight it poured down rain and Sunday a light snow fell. Nevertheless, the record breakers do not despair, but will hold out for a favorable decision by the weather man.

Rumors this week that Tyler and Windle were coming south for the horse-paced records caused some talk. Should the S. B. C. men carry out their intention, —and that they will do so is learned from a reliable source,—Bliss and Dirnberger will remain south and fight it out if it takes all winter. Trainers

Schaefer and Lyman agreed to keep the men in condition only two weeks and have now had them in the pink of condition for just two months, and say that they will be in the same condition a month hence.

Schaefer and Lyman, trainers of Dirnberger and Bliss, have lately learned to ride a wheel. The record breakers have stirred these men almost up to the point of an actual challenge to race. At every opportunity Schaefer and Lyman are practicing in the park on the smooth roadway, and two very sore and very tired men retire at night. Bliss and Dirnberger are anxiously waiting for the completion of their record-breaking trials, that they may turn the tables and train their trainers for the coming contest. Bliss says that he would follow this formula in the training of Lyman: "I would get him out at 6 o'clock in the morning, make him work an hour with the clubs and bells until he was ready to drop dead; then I would rub him down with the roughest towel I could find and rub the skin off him in spots. I'd rub large handfuls of pure Kitchel's on him; if he cried out—I'd guy him. I'd make him work twenty miles in the morning and give him a bath in ice water when he got through. Then I would rub up all the old sores and put on pure alcohol. At dinner time I'd ask him if he wanted ice-cream, and then I'd tell him "to take a walk around the block" I'd work him another twenty miles, douse him in ice water, rub him down with a currycomb, and rub in some more Kitchel's. Oh, yes, he'd go to bed early! He would walk with great difficulty, taking little steps, and in a week's time I'll guarantee he won't ride a mile."

"Good," chimed in Dirnberger. "I'd only want three days to put Dave in shape."

M. F. Dirnberger, Sr., was recently appointed chief Custom House inspector at Buffalo. Dirnberger is greatly interested in his son's great work.

## ST. PAUL RIDERS PUT ON SKATES.

ST. PAUL, MINN., Dec. 4.—It looks as though the Twin Cities would see no more cycling this year. A heavy snowfall on November 21 necessitated the laying aside of all wheels, and continued cold weather since that date has given sleighing, skating, and other winter sports a boom. One or two venturesome cyclists have shown their enthusiasm by braving the temperature of twenty degrees below zero and riding around the business portion of town; but the majority of the wheelmen have been content to take a rest, and cycling will now give way to cold weather pastimes for the next three or four months.

A number of St. Paul cyclists will be seen on racing blades this winter, among whom are B. B. Bird, Al Scheibe, Wm. J. Martin, A. D. Smith, Frank Crawford, Louis Johnson, and others, more or less known as riders. Beside these, there are a dozen or more who promise to develop considerable speed as skaters, and skating will hold the attention of a large number of the wheelmen.

In St. Paul, during the past three winters, the racers who have carried off the honors on the ice have been men who have also taken a leading position in cycling. There have, of course, been skaters who have not been riders, and wheelmen who have not been skaters, who have increased the number of racing men in each sport, but those who have been successful on the wheel have also captured skating laurels where they have participated in that sport. There are two large rinks here, each five laps to the mile, and already some fast practice work has been noticed. B. B. Bird, the well-known cyclist, who last

winter skated one mile in 3:00 4-5 on a five-lap track,—which performance has probably never been equaled in America under similar conditions,—is apparently in his old-time shape and likely to go in record time this season.

A. D. Smith, who established a world's record of 1:29:57 for 24 miles 1,293 yards, and a record of 3:22:55 for 49 miles 823 yards (within 6 minutes of Donoghue's world's record), is skating in better form than last season, and will probably reduce his previous records. Adolph Norseng, the fast amateur from Norway, is here in St. Paul, and in active training for races with John S. Johnson, Joseph F. Donoghue, or any other skater who wants to tackle him. It is possible he may succeed in arranging a match with some of the St. Paul skaters toward the end of the season.

Johnson and Tom Eck are at Minneapolis, and it is probable that a rink will be opened there under the management of Eck. It is pretty certain that any one who wants to meet

Johnson will have to come to the Flour City, so that this vicinity will probably be the skating center of America during this season. Minneapolis has several other crack skaters beside Johnson, including O. Rudd, J. Willson, and N. Kristoffersen, who are also very speedy.

English riders of gear-cased machines complain of the trouble of the front sprocket coming unkeyed on account of the oil working in and loosening the key. What is the matter with brazing the sprocket on to the axle, as some American manufacturers do? That will stop the trouble.

Two professional cyclers who are riding from New York to the City of Mexico have reached Savannah, Ga., on their way. One of them rides a twenty-two-pound wheel, and if he comes out O. K. at the end of his trip it will be a good "ad" for the maker.

The French novice wears a Nile-green sweater with a star on the back



JULIAN P. BLISS.

A. L. ATKINS.

M. F. DIRNBERGER.



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GEO. K. BARRETT, EDITOR.

**CLASS B VERSUS LICENSING.**

The racing season being over, Dr. E. B. Turner, the father of the licensing system of the English National Cyclists' Union, has seen fit to review the season's racing in the relation that licensing has borne to it. As would naturally be expected, he defends the scheme from the attacks that have been made on it and claims that it has been a success. In the course of his writing the worthy doctor gives vent to the following:

I do not flatter myself that one single firm of cycle or tire manufacturers, anxious for advertisement, and careless whether that advertisement were obtained by honorable or dishonorable means, was restrained one moment from attempting to seduce a likely rider, or that any "speed merchant" was deterred from accepting their bribe to act a living lie, provided only he thought he could accept it without detection. I only contend that a system of licensing makes it easier to cope with the evil, and that as the means to do so become better understood and better applied by the committees of the various centers of the Union, so we shall gradually get the upper hand of it.

The observations are mostly correct. At the worst the manufacturer has nothing to lose and all to gain; and the rider—although it may be a hardship for him to be refused a license—will still be repaid for the chances he takes of being driven from the path by the financial inducements that the manufacturer offers him. The ways of finding these things out are very hard.

We had a system in America which while utterly dissimilar in principle from the licensing scheme, has still been almost the same in its workings. Our Racing Board had the power to suspend and expel men on suspicion. And how has the system worked? Very like the English system. The Englishmen can refuse a man a license on suspicion, and the Racing Board can declare him a professional on the same grounds. In concluding his article Doctor Turner says, after a number of "ifs," that he thinks and hopes that at the end of next season they (the English) may have a path purer than now, and that a number of speedy young men may be relegated to their proper sphere. At the best the doctor's reasoning does not open the prospect of any very great or immediate good from the licensing system, and while we have learned to have a profound respect for the doctor and the good that he has done cycling in years past, we can not but believe that his pet scheme is a complete failure. Unless such a rigid rule does the work it was designed to do, and does it thoroughly, it is both unjust and foolish. Some few men, less skilled in the ways of deception, or less fortunate than the majority, will suffer, while the many escape—among them, doubtless, the chiefest hypocrites. Our Racing Board, having found the uselessness of trying to enforce rules that every one directly interested was intent on breaking openly or in secret, according as the feelings and actions of the powers that be forced them to act, have very wisely, we think, decided to give up the useless struggle and make rules to fit the situation. With a continuance of the licensing scheme we shall hear the same old story of squabble following squabble across the water, and with a Class B in this country will see men doing just what they have been doing all along, but doing it openly instead of behind a veil of deceit and misrepresentation. Hurrah for Class B.

**WHO IS "DOCK"?**

Who is "Dock"? Will some friend—some kind, mutual friend—tell us? We have a box of anti-bilious pills which we want to send him. Some time ago we devoted a few lines to the question of the negro in the L. A. W. and a proposed southern league, ending with:

Come, come, ye southern knights of the wheel, make your fight bravely, devote your best efforts to the cause in which you are working, but do not try to carry the day by threats which you do not intend to carry out, and much less make threats with the foolish idea of carrying them out just because you can not have your own way.

This gave the mysterious "Dock" the opportunity he had long been looking for to rush into print, and he penned the following, which has been going the rounds of the obscure country papers in the south, and confronting us on an average of twice a week for months:

MR. CHARLES THACKER, Cleburne, Tex.:

Of all the senseless ramblings of a disordered brain the inclosed clipping from THE BEARINGS "takes the cake."

Heretofore I have taken little interest in the proposed southern league; but Charley, when the "Bloody Shirt" is brought in the League politics, it makes my blood boil, and I am with you heart and hand. I had hoped that the negro element would amount to nothing, but Charley, they throw it in our teeth that they will receive the negro as a brother. Like you, I say if they want to inhale these "pungent perfumes" and fraternize with the so-called Afro-American, no true southerner can regard them with any feelings except repugnance. "No sympathy with our endeavor to keep the negro out." Thank God, Charley, I have been raised to regard the sympathy of such people as an insult.

We "southern knights of the wheel will make our fight bravely," and we will show these negro-loving people that we have rights, and that we can defend them. The fires in the southern hearts have never been extinguished, and now, as they tread over their smoldering ashes, the breezes from the "Bloody Shirt" may start a flame which all hell itself can't put down. I am proud that you my friend, my best friend, have been the prime mover in the formation of a league which is an assured success, and I am ashamed that I have been so slow to be moved.

But I am with you now, and we will show these people that the southern wheelmen at least don't need their assistance, nor their beloved brothers, the dusky sons of African soil.

O Charley, I am red hot, and think I shall write the league to scratch my number out.

WACO, TEX., Sept. 26, 1893.

While we are trying to find out the identity of the mysterious "Dock," it might be well to inquire also who Mr. Charles Thacker is. This man who is going to start a new league, who is going to run cycling in the south, should surely have been heard of beyond the narrow confines of the little Texas hamlet which allows him to live within its borders. But we have yet to see the man who heard of him before he began the self-imposed task of revolutionizing cycling in the south. In fancy we can see some of the really prominent southern members of the wheeling brotherhood laughing over his assurance. But that will make no difference to him. Supported by the redoubtable "Dock," his success is assured—success as a horrible example of the genus asinus whose sweetest music is his own bray. And "Dock"! It is a pity to rob him of the sanguinary pleasure of harping on the bloody shirt, but what it has to do with League politics we confess we are too dense to see. But if he has erred, he is certainly sufficiently punished by having a "negro element thrown in his teeth." But do not tell us, "Dock," that our sympathy would insult you, for your remarkable epistle proves beyond peradventure that you are incapable of being insulted.

We must confess that we have a way, at times, of making people "hot," and we are not surprised to learn that we have fanned the smoldering ashes in your heart into a flame; but, "Dock," we assure you on our honor, our journalistic honor, that when we get ready to extinguish that flame that we will not call on "all hell" or any part of it. The realm of Pluto has enough fire of its own to take care of without the conflagration that is consuming your cardiac organ. We regret that you were slow to be moved. If some sensible person had been in your neighborhood and had dealt you a swift kick on the spot which Nature designed in your anatomy for the reception of such incentives to motion, you would certainly have been moved more quickly. When you want to be moved again, call on some friend to try this plan. But whatever you do, "Dock," do not "write to the League to scratch your number out." You are looking for notoriety and you will get more of it if you keep up your present course, until the League scratches your number out without any suggestions from you. We are speaking whereof we know.

Send us your address, "Dock," and we will send you the anti-bilious pills. They will improve your temper wonderfully.

**STRAY SHOTS.**

**The Shoe on the Other Foot.**

A laughable story comes to us in our clippings. A Dakota wheelman was walking home from the club one night. It was pitch dark, and he couldn't see two feet in front of him. The walk was enjoyable, his cigar was excellent, and our friend was at peace with the world. Suddenly from out of the darkness shot a boy on a wheel. The pedestrian was struck amidships, and the rider landed alongside of him. Madder than the proverbial wet hen, our friend jumped up, and grabbing the other fellow he kicked him off the street. Then seeing the wheel on the ground he jumped on it,



smashed the spokes, and wrecked the machine so that the repairer's bill would be nice and large. Imagine the man's surprise and disgust when he found out that the rider was his son, and that the wheel he had smashed was his own.

#### Awfully Sorry, You Know.

We are awfully sorry, you know, but we can't help it. Our reading columns are cut a little short this week, but our readers will find consolation in perusing the timely announcements of the bicycle manufacturers who have insisted in encroaching on the reading. But we will not let it happen again soon, for our paper dealer tells us that he has any amount of paper ready to receive ink, and ink is cheap. A little rushed this week.

#### A Change for the Better.

The *Bicycling World* comes to hand this week in a new and greatly improved form. The big and unwieldy sheet of the past has been replaced by a neatly printed 8x11 pamphlet in a tinted cover, printed in two colors. We congratulate the editors on the change.

#### Still on the Hunt for Records.

The hunt for records is assuming an almost laughable phase. Johnson and Zimmerman have long ago given up the hunt, but Tyler and Windle threaten to go south to break all existing records, and Bliss and Dirnberger vow that they will stay in the land of sunshine until they get all the records; and if the Springfield pair follow the flight of the birds, that they will stay long enough to go them one better in whatever they do. Whether the "one better" refers to one minute, one second, or one-fifth of a second remains to be seen. We wish them all success despite the fact that we know that they can not all have it at one and the same time. It is interesting, to say the least, to watch these assaults on the already battered carcass of poor Father Time.

#### He's Loaded.

"The Idler has transferred his services from *Cycling Life* to THE BEARINGS. His outbreak on the subject of English and Irish cyclists was doubtless responsible for the change," says the *Irish Cyclist*. That's so. We could not get along without those delicious tidbits, no matter what the cost. Now don't proceed to rip us up the editorial back, all ye College Green scribblers, for taking the Idler out of his obscurity or we will turn him loose on the de-ar Pwince and the King of Ireland with worse results than ever. He's loaded for bear.

#### Not True to Life.

*Cycling*, our esteemed English contemporary, has a magnificent colored supplement in its last issue, showing in the first picture a gentleman and lady riding contentedly along a picturesque country road, the man smoking his pipe and the lady enjoying the scenery. This is labeled, "What we are used to." The next scene, "What we may expect," shows a party of scorches pacing a girl in knickerbockers, who is evidently out for a record. In the first picture is seen a small dog frisking around within a foot of the man's front wheel, and the pair is not even looking at the animal. We contend that the picture is not correct. To be true to life the man would have had his left leg upraised to kick that infernal dog in the jaw.

#### An Odious Comparison.

"The football player is not pleasant to look upon. He has not the agreeable outward seeming of the trained boxer, stripped to the waist, his nether limbs incased in tights, his body gracefully posed for attack or defense. He suffers by comparison with the baseball player, whose tasteful uniform sets off his athletic figure. He is at a disadvantage even in competition with the humpbacked bicycle rider, who is certainly not a thing of beauty." Thus argues a writer in the *Chicago Herald*. We would ask the author of this amusing skit if he ever saw a handsomer looking athlete than one of our lithe-limbed racing men, dressed in a neat and tasty racing suit, ready for the fray. Surely one of them can double-discount the pugilist, baseball player, or football player, and the *Herald* man must be looking at cycling through cross-eyed spectacles.

#### Speed Merchants, now, Indeed.

With the adoption of Class B now practically assured, the term speed merchant will assume an added significance.

#### Toledo Boys Ride All Winter.

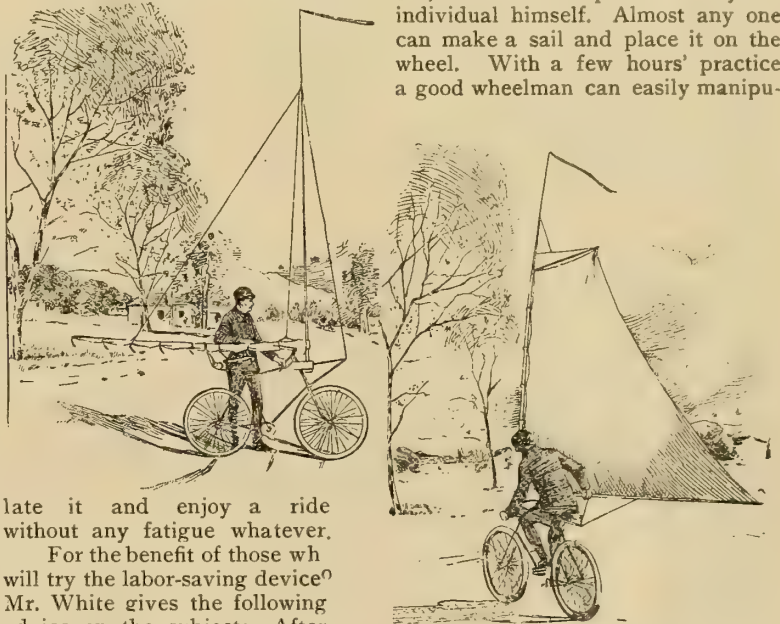
TOLEDO, OHIO, Dec. 2.—The recent heavy snowstorms, which, I believe were general, have effectually stopped cycling for the present. But it is the depth of the snow and not the cold which has done it, for several hardy riders have announced their determination to ride all winter when the streets are rideable at all. It is only a question of temperature, it is too bad their course is not more generally followed, for to my mind it is far preferable to pedal a wheel in the cold, when the exercise keeps one reasonably warm, than to shiver or freeze in a buggy or sleigh. Yet the man in the buggy will call the wheelman who dares to ride in winter a fool, due, I suppose, to the belief that a bicycle is only a pleasure craft for sunny days.

The local racing men are divided on the question of Classes A and B. Some think this arrangement will give the third and fourth raters a chance, and therefore favor it, while others oppose it on the grounds that it is inconsistent subterfuge, for both classes can not be pure amateurs.

#### A BICYCLE SHIP.

Charles D. White, of San Bernardino, Cal., has put a sail on his bicycle and now scuds around the country at a fifteen-mile-an-hour clip. The San Francisco *Examiner* recently described the machine and published pictures of it. The invention promises well and already several California riders have followed Mr. White's example. The only difficulty experienced was in securing the sail firmly to the wheel. After several attempts Mr. White made a head block, in which the end of the mast was placed and secured. This block can be removed very easily by taking off the burrs on two bolts. When the sail is removed the block does not interfere with the use of the machine in any manner, nor has it a displeasing look to the eye. By reference to the cut, taken with furled sail, one can see the block head, which is made of Oregon pine, while the two side clamps are of oak half an inch thick. These are securely fastened to the wheel by two iron bolts. Great care should be exercised in placing this particular part of the attachment in position. The head block must not be fastened to the handle-bars or tubing, as it will interfere with the guiding of the bicycle. It must be bolted to the joint below the elbow, as this allows the free use of the handles to direct the wheel's course. To those who will doubtless try the invention, it may be explained that they should be very careful not to secure the boom to the machine, but fasten a small pulley to the spring under the seat and allow the cord attached to the boom to run freely through it, as the balance can be kept much better in this manner, says the *'Frisco paper*. The wind seldom blows steadily, but comes in short gusts or squalls, and will unseat an experienced rider should he make the boom fast to the wheel. Mr. White's sail is attached to a ten-foot mast and an eight-foot boom, and weighs six pounds and nine ounces. The cost complete is about

\$10, if the work is performed by the individual himself. Almost any one can make a sail and place it on the wheel. With a few hours' practice a good wheelman can easily manipu-



late it and enjoy a ride without any fatigue whatever.

For the benefit of those who will try the labor-saving device<sup>o</sup> Mr. White gives the following advice on the subject: After making or buying the sail and placing it in position, keep the same furled until outside of the city on a quiet and lonely road. Be careful when approaching a horse, as the animal will take fright when a fourth of a mile away if the sail is in position. On arriving at a secluded spot hoist the sail and allow it to swing loosely in the wind. Mount the machine the same as usual and pedal while the wind is filling the sail gradually and the regular rate of speed is being acquired. Then the sail will come under perfect control. The best position is to keep one hand on the handle-bars and the other on the boom, should it be close enough to the rider. When the sail swings away from the reach, control it by the cord running through the pulley under the seat. Be sure the cord will slip through the pulley easily or a sudden squall will unseat you instantly. Keep the feet on the pedals, which should be racing or "rat-traps," as they will hold the feet in position best. This will assist materially in keeping balance. The coasters can be used, but not so well as the first mentioned. Sailing before the wind you will go just twice as fast as in ordinary bicycle-riding, while the greatest velocity is gained while riding at right angle from the wind. With good handling, a speed of from twenty to thirty miles per hour can be obtained. Beating against the wind is very hard, as it is almost impossible to tack in the narrow roads. No jib sail or rudder is needed, like in a boat; therefore the resistance is not so great.

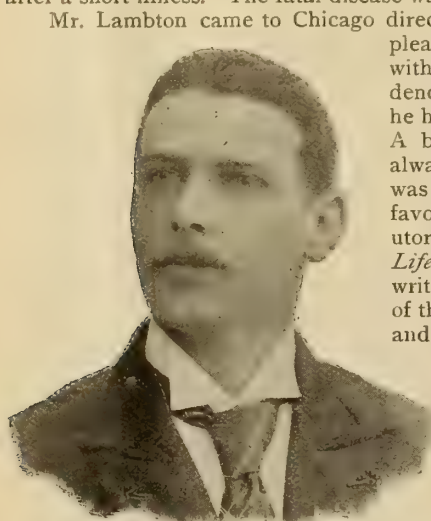
George W. Patterson, of the Illinois Cycling Club, has been giving an exhibition of Indian club swinging at the Trocadero the past two weeks. Patterson has introduced a new idea into his stage business, using clubs studded with incandescent lights. By means of red, white, blue, green, and yellow lamps he produces beautiful effects. He made a decided hit.

A French cyclist will race a pedestrian a distance of about eighteen miles. The walker will be given four hours' start, and if he doesn't win, it will be a surprise.



## H. H. LAMBTON DEAD.

We deeply regret to announce the sudden death of Mr. H. H. Lambton, of Australia, who died last Friday morning, at 146 Park avenue, Chicago, after a short illness. The fatal disease was gastric fever.



THE LATE H. H. LAMBTON.

Mr. Lambton came to Chicago direct from Australia last May on a pleasure trip. He was so pleased with this city that he took up his residence here, and it was not long before he had won a large number of friends. A brainy, well educated man, and always willing to assist his friends, it was no wonder that he soon became a favorite. He was a frequent contributor to *THE BEARINGS* and *Sporting Life*, his articles always being well written and interesting. The climate of this country did not agree with him and he had been complaining for some time. Early last summer he tried to get in shape for the N. C. A. races, but finally gave up, determining to rest until next year, when, if Class B was adopted, he was going to try his hand in that class. Mr. Lambton twice won the great Austral Wheel race in his native country and was re-

garded as a promising rider. He was at one time honorable secretary of the Melbourne Bicycle Club and a race meet promoter. He had no relatives in this country. The funeral took place last Sunday, the interment being at Oak Park cemetery. Mr. Lambton was cared for during his illness by Mr. A. Hart, a native of his country, with whom he became acquainted on the steamer coming from Australia.

Mr. Hart is afraid to notify Mr. Lambton, Sr., for the deceased was the old man's idol and left home against his father's wishes. Mr. Lambton, Sr., is chief of the postal service of Australia.

## Fraud Charged in Missouri.

ST. LOUIS, Mo., Dec. 2.—It would appear that the squabble in the Missouri division election is to be continued after the election is closed, and the matter at present stands thusly: When the ballots were counted at Mexico, Mo., on November 16, it was found that there were 102 duplicate ballots (fifty-one votes), but owing to the extreme bitterness with which the campaign had been carried on, it was surmised that the voters had been canvassed by partisans of both candidates, and had voted both ways, or that members had voted for friends whom they thought had intended to vote certain ways; all these ballots were thrown out, and the results stood as shown in *THE BEARINGS*. On account of the duplicate voting, after the count all the ballots were tied in a bundle together and sealed, to be opened only in case of a contest, and then in the presence of the parties interested. Instead of this the ballots were sent to St. Louis, to one of the candidates, who proposed to investigate the matter without letting the opposition candidates know, and after a two weeks' investigation he announces a recount, resulting in the unseating of the only two opposition candidates who had been elected on the first count.

That fraud was perpetrated in the election is very evident, not only in voting members, unbeknown to them (to the number of at least eighty-five), but also in using ballots other than those officially issued, some of them having apparently been photo-engraved from the official ballot. No direct charges are made, but both sides are indulging in insinuations. At best it is a nasty affair, and will result in direct injury to the division. The end is not yet though, as the matter is to be carried before the national committee of rights and privileges, to decide who is and who is not elected. This is being done by one of the unseated candidates, who declares that he was not connected with the fraud, is ignorant as to who perpetrated it, and is unwilling to be counted out by his opponent.

## Murphy Wins the Whympier Trophy.

NEW YORK, Dec. 2.—The Kings County Wheelmen held their final road race of the season on Thanksgiving Day, over the Coney Island course; distance ten miles. These races are for individual place prizes and fastest time prize, the competitor making the largest score during the season to win the Whympier trophy; the first, second, and third time men in each event scoring respectively five, three, and one. Three races have been run during the season of '93, one of five miles on the Hillside avenue course, when F. G. McDonald won from scratch with the fast time of 13:30 and a score of five points. The next race was for twenty-five miles over the Irvington-Millburn course. W. F. Murphy started from scratch, and not only won first place and time prize, but broke the course record of 1:15:10, held by his brother C. M., riding the distance in 1:14:29 1-2.

The race of ten miles on Thanksgiving resulted in W. F. Murphy again making fastest time, though he only won seventh position, the field having from one to ten minutes' start. The course was very rough, and the wind so heavy that it was impossible to make fast time. Murphy's 31:17 was creditable considering the conditions. This gives Murphy the Whympier trophy.

## MY RIDE IN RATIONAL COSTUME.

This is the first time I have ever written anything for a newspaper, but my cousin says I may be another Miss Braddon for all I know, so as rational dress seems to be all the rage now, I thought I would tell you how I got on. It was all through my brother. He has what he calls a road racer safety, with pneumatic tires, which only weighs twenty-eight pounds, and I have a horrid old tricycle with little tires, and it weighs an awful lot. At least, I like it well enough, but pa won't give me a better one, and it does seem horrid compared to the bicycles other girls have. But Harry is a very good brother, as brothers go, and he said if I liked to get a knickerbocker costume, like some very respectable girls are using now, he would teach me to ride a bicycle, and let me ride his light one sometimes. You may be sure I was wild with delight. Well, I got the suit, and I must say when I put it on and stood in front of the glass in my wardrobe door it looked most fetching, especially about the—well, altogether it did, says a lady contributor to *Wheeling*.

Harry says so, too, and that very afternoon he gave me a lesson on the lawn. He must be a clever teacher for he did not let me fall once, and in an hour I could ride half the length of the lawn without him holding me. Next morning before breakfast I had another lesson. I'm so thankful pa didn't happen to look out of his window while he was shaving, because I don't know what he would say. He doesn't know about the knickerbockers yet, and really I'm in terror almost to know how he'll take it.

I can ride quite well now, and get on and off by myself. Harry is going to let me ride out in the road tomorrow.

Harry had to go to London today. Wasn't it a shame? But I was determined to have a ride, so when he was safely out of the way, I put on my suit, and while mamma was in the kitchen talking to cook I slipped out with the bicycle and got out of sight of the house. But I did feel so funny directly I was out in the public street. My ankles seemed miles long, and everybody seemed to be gazing at them. Some people were looking down, and I was sure they were looking at my legs. Others were looking up. I suppose they were ashamed to be looking at me. I know I was as red as fire, and I wished I hadn't come out; but a boy, a horrid little rude grocer's boy, began whistling to the butcher's boy to come out and look at me, and so in despair I put my foot on the step and tried to get on the bicycle and ride off. But I couldn't do it. I don't know why, for I could manage perfectly in our garden yesterday, but out there in the street when everybody was looking I couldn't do it a bit.

The tradesmen's carts all seemed to be calling in our road at once, and the rude men stopped to look until there must have been all the carts and men for miles round looking on. I never knew there were so many errand boys before. Why, there must have been thousands of them. The place was all eyes. At last it seemed as if the lampposts and brick walls had eyes, and I am certain the horses were giggling in a horsey way. I believe I should have fainted when the policeman came up, only I did not know what they would be trying if they tried to bring me round. Men are so stupid. I thought he was going to lock me up, but he didn't. He winked—I'm positive he winked—at the greengrocer, and said, "Shall I help you on missie?" I didn't know what to say, so I let him hold the bicycle up while I got on. Of course, he held it all crooked, and he didn't know how to catch hold to push me off, as Harry calls it.

He pushed me off at last—into the road. (I think there's a joke there, isn't there, please?) Then the baker's man came the other side, and between them they managed to get me started at last, though I would cheerfully have died if I could. I rode as if in a dream all down the road, I was so crazy with nervousness and terror. Then I felt a little better. "Another mile," I thought, "and I shall be on a country road with no one about, and then I can see what it really is like." All of a sudden I heard a boy cry out, "Hi! miss, you've dropped your skirt." I put my hand down to my legs, and sure enough there was no skirt or petticoats. Oh, horror! what should I do? In my fright I let go of the handles completely, and over tumbled the machine. Oh, how I wished I had a crinoline, or a good big dress improver like we used to have a few years ago, when I bumped on the ground. And the aggravating part of it was that directly I got up I remembered that of course I hadn't got a skirt or the other things on, because I was dressed in the rational costume. Little wretch! I could have killed that boy if I had caught him, only I can't bear the sight of blood.

What Harry will say when he sees three spokes broken and the enamel scratched—though I have tried to touch it up with Aspinall, but it still shows—I don't know; but I can't help it. If ever I try bicycling in knickerbockers again it will be in company with some one who can take care of me.

## Billingsley Banqueted.

Chief consul-elect A. A. Billingsley was tendered a banquet last night at Springfield, Ill., by the Capital City Cycling Club. The dinner was given in honor of his recent election to the office of chief consul.

The total number of prizes reported to the Gormully & Jeffery Mfg. Co. as having been won on Ramblers the past season is as follows: 476 firsts, 373 seconds, 217 thirds, 68 fourths, 37 time prizes, and 12 second time prizes, a grand total of 1,183.

*The Christmas "Bearings" will be the finest specimen of cycling literature ever gotten out. Do not forget that you will want a copy to preserve, and that your friends will appreciate a copy as an appropriate and welcome souvenir of the holiday season. Order early.*





# The... Columbia

## STANDARD BICYCLE OF THE WORLD.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

It Requires a Good Deal to Break  
and Very Little to Repair.



YPSILANTI, MICH., Sept. 19, 1893.

THE HARTFORD CYCLE CO.,  
Hartford, Conn.

GENTLEMEN:

I have ridden my Hartford Safety constantly for three years and thought it could not be broken, but find out when you are run into by a run-away team, something has to suffer. Please send me six new spokes, which will repair damages.

Too much praise can not be given a Hartford wheel. Respectfully,

FRED HUNTOON.



**The Hartford Cycle Co.**

HARTFORD, CONN.

Send for a Hartford Catalogue...





*Second Burglar* (outside). What kind o' pedals has it got? Rubber or rat-trap?

*First burglar*. It's got rubber pedals.

*Second burglar*. Den t'hell wid it. I'm a hot sport, I am.

#### Every One a Collegian.

It is announced that Harvard college will pay especial attention next year to cycling and that the 'varsity team will win its share of the first prizes on the spring and fall circuits.

No stretch of the imagination is required to fancy Zimmerman construing Greek, Sanger involved in the labyrinth of logarithms, Johnny Johnson writing Latin prize essays out of hand, and Willie Windle reading the tragedies of Aeschylus in the original.

Fast wheelmen will undoubtedly see clearly the benefits of a college education next season, and it wouldn't surprise us at all if even Tom Eck should decide to take a course in *belle lettres* and improve his poetry.

The whole world is on wheels it seems.

#### Robert Has Gone Away.

We never truly appreciate how badly we need water until the supply has been shut off, and now that Bob Garden is gone we realize what a cavernous place he has left in "the row."

Bob Garden is dead to Chicago except in spirit.

He was a man of infinite good fellowship. He was as suave with his whiskers on as he was without them. With or without, Bob was as polished as the nickel plating on the bicycles he sold. He was a politician and a gentleman, too.

Although he never smoked he kept a box of cigars in the right hand upper drawer of his table, and I must say that I have smoked worse in my day. I have seen him refuse to give a man the last cigar in one box that he might spring the lid of a fresh one.

He was a strong man and he might have punched the head of many a mean fellow in this town, but to give him his deserts he never used his strength except on the horizontal bars in the gymnasium or in putting the shot or throwing the hammer.

We shall miss him, I know.

We shall miss his cigars. We shall miss that mellow smile of his and his soft, persuasive ways.

To do business with Bob was like going to a matinee. One was sorry when it was over. He was not one thing to all men. He knew men at a glance, and put the kind of liquor they wanted on the bar without their speaking a word.

Bob's cigars were as good as any man ever drew a lip over. Is there any one in this town that didn't know him? And who knew him that is not sorry he is gone?

#### Why?

A daily paper in this town asks this question, "Why does the law permit big-muscled young men, clothed in the fantastic garb of the last century, to tear through the crowded streets on those inventions of the Wicked One called bicycles; scaring horses until they run away, riding rough-shod over women and children, and rending one's ears with the clangor of bells, the blowing of whistles, and shouts like those of the savage?"

Why indeed? Without admitting that the young men who ride cycles at all answer the rather grotesque description of the little editor who interrogates us, I would ask him a few questions in return.

Why does the law permit big brutes in wagons and buggies to drive at fire-department speed through the most crowded sections of the town?

Why does it allow all sorts of vehicles to impede the passage of pedestrians at the crossings or drive straight at them with large risk of life to the said pedestrians?

Why does it allow the cable system to crush men, women, and children under its remorseless wheels and grind out the lives of the people in the tunnels?

Why does it allow Baron Yerkes' minions to use the asphalt boulevards of the West Side for the traffic of their heavy four-horse animal ambulances, when all other heavy traffic is prohibited on these streets?

Why does it allow rich men to block up the foot-ways, that are peculiarly the property of the people, with building materials, compelling the people to take to the street in order to go about the town?

And why does it allow little, insignificant, impersonal, 2 x 2 editors to

make conspicuous asses of themselves in print when they might be better engaged in attending university extension courses or otherwise striving to store their brains with some little portion of learning, to in some measure fit them for the large chairs they try to fill?

Why? And why?

#### He Couldn't See It That Way.

"Roland, dear, papa says you must give up racing. He thinks that your name in the papers every day, and those horrid pictures they print of you, are a disgrace to the family. Now won't you, please won't you, give up the horrid thing, for my sake?"

They had been married three months and up to this time no cloud had passed over the serenity of the household. When his wife spoke in the strain quoted above, young Roland McGlaggerty frowned a severe frown.

"Madam," he replied, "you know not what you ask. Give up racing—never!"

"But, Roland, papa insists."

"Look here, young woman, do you know what you're talking about? Are you in earnest? Maude, my own dear Maude," he continued, softening perceptibly, "are you serious or are you only giving me one of your usual flim games?"

"Roland, I mean every word I say. You must, you positively *must*, give up the track."

McGlaggerty became sullen and morose. Turning on Mrs. M—— he said fiercely.

"Madam, answer me. Where did you get those blue-white gems that you wear in your hearing flaps? Where, nay, awnsur meh!"

"Why, you won them, you know, Roland."

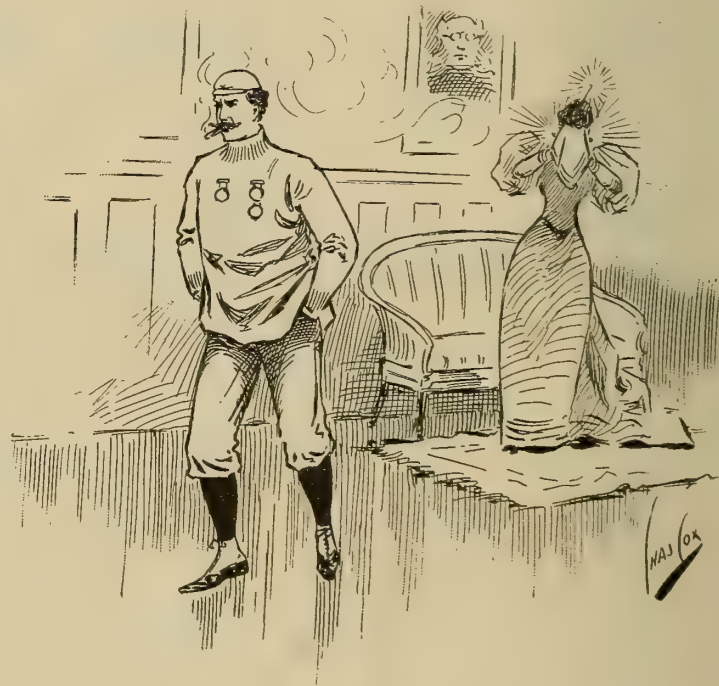
"And where," continued McGlaggerty, his wrath increasing with every syllable that escaped his lips, "where did you get that \$250 solitaire diamond ring you have on your middle finger?"

"Why, I know you won that too; but—"

"And where, madam, may I ask, did you get the price of that silk dress on your grayhound back? Where did you get it, get it, get it, I say? Where did you get it? Speak, woman. Give it lip. Where?"

"Roland, you are cruel!"

"Speak, I say!"



"Well, you traded off two ladies' safeties to the dressmaker for it; but—"

"And where did you get that piano that you pound day and night? Where did you get that, I say?"

"Well, you won that at Springfield; but—"

"And where did we get this house and lot? Did 'papa' give it to us? Did he? Did he?"

"No, the maker gave it you as a token of esteem; but—"

"And where did I get these clothes, and this furniture, and these pictures, and the horse and barouche you drive out in the park every day and that extension table, and the set of silver we use when we have company, and the rest of it? And what in thunder excuse have I for living, if I don't race, eh? Answer that if you can."

"It is true, my dear, all true. But then, you know, papa—"

"Oh, hang 'papa.' You go and tell 'papa' that my name is McGlaggerty, and that I am more than eight years old, and that I'm not in this game for my health, and that I am running this combination, and that I am going to keep on running it, papa or no papa—do you hear?"

And Mac lit a cigar and went off to the club and his wife sat down and wept.





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## MANUFACTURERS!

WAIT AND SEE THE

# MERCURY By Far the Handsomest and Best. **SADDLE**

SPECIAL PRICES ON TUBING OF FOLLOWING BRANDS:

MANNESMAN. WELDLESS. PERFECTA.  
METTALIC. PARAGON.

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PEDALS, FORKSIDES, ETC.

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## THE RALEIGH CYCLE CO

2081-2083 SEVENTH AVE., NEW YORK.

MENTION THE BEARINGS

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## AGENTS!

If you are a Dealer, it will pay you to note this fact and learn by pleasant experience  
its truthfulness:

## RALEIGHS SELL THEMSELVES

...BY...

## THEIR INTRINSIC MERIT!

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APPLY AT ONCE FOR TERRITORY.

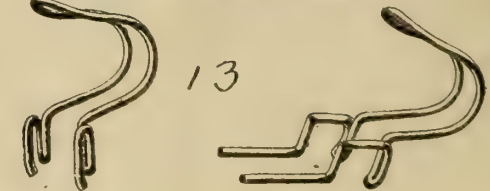
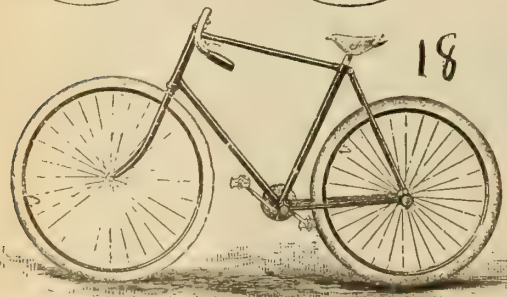
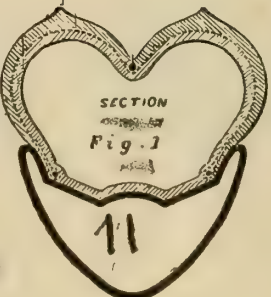
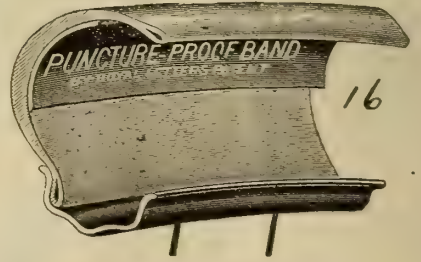
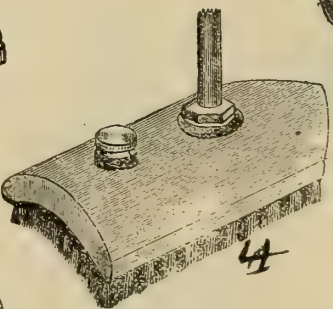
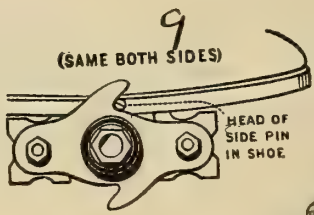
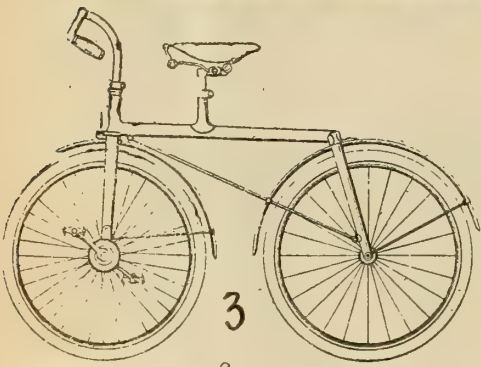
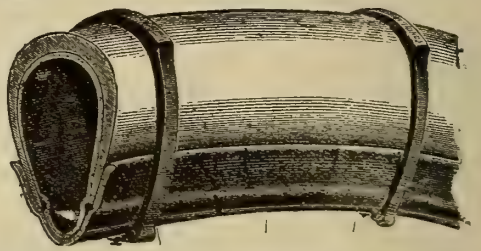
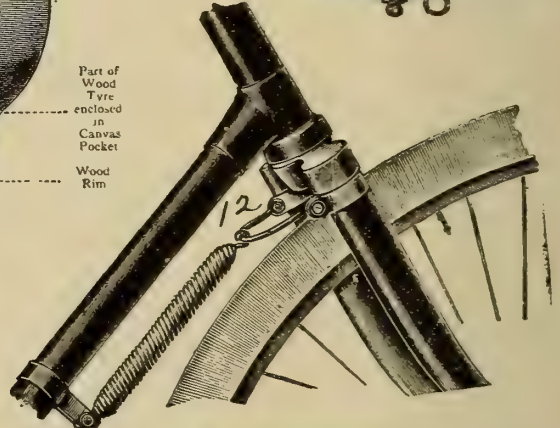
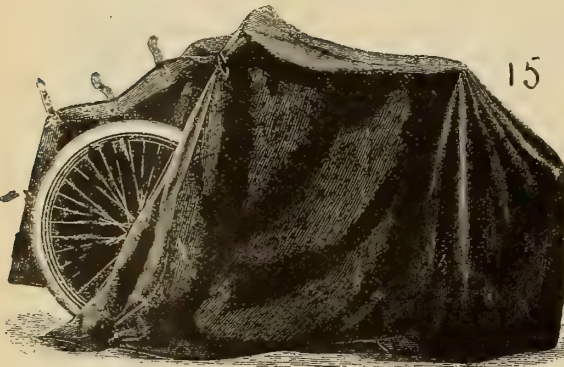
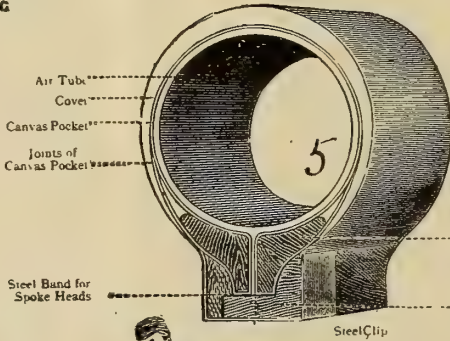
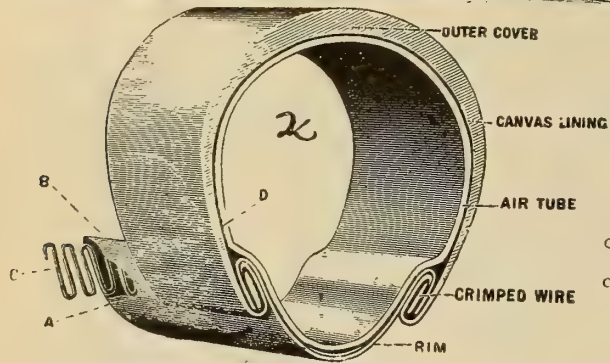
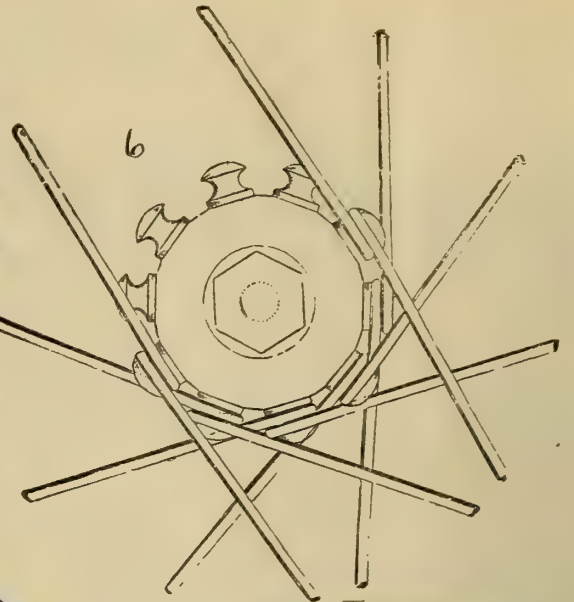
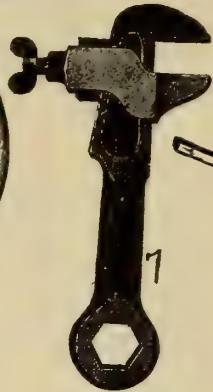
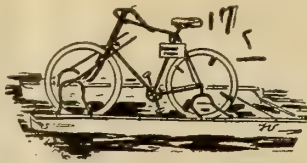
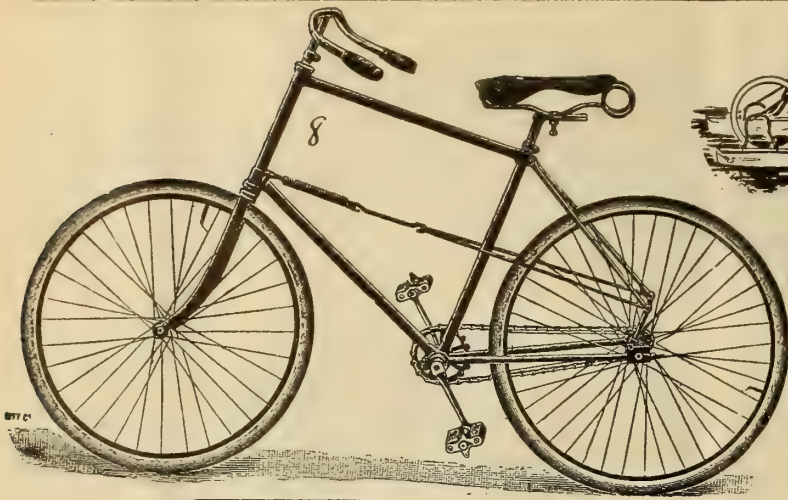
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## RALEIGH CYCLE CO

2081-2083 SEVENTH AVE., NEW YORK CITY

MENTION THE BEARINGS





**SEEN AT THE STANLEY SHOW.**

Many novelties were shown at the great exhibit of cycles and cycle accessories at London. We reproduce cuts of a number of them. No. 1 shows an anti-slip band, a sure preventative of side slip. Stubbs' detachable tire (No. 2) is said to possess considerable merit. The Crypto (No. 3) is an ungainly looking thing, and is the latest in front drivers. No. 4 is a "perfect brake," and it is said that it would stop a freight train if properly applied. The wood rim is meeting with much favor, and one tire maker has fitted one to his tire, as can be seen in No. 5. A new way of fastening spokes is clearly illustrated in No. 6, while No. 7 is a new spanner, said to be a good thing. No. 8 is a new idea in spring frames. It would hardly catch on over here. No. 9 is said to be better than toe-clips, and just the thing for hill climbing. One of Brook's latest is shown in cut 10, while No. 11 is another idea of a non-slipper. A "forward self-steerer and cyclist comforter" (No. 12) allows the wheelmen to ride "hands off" with ease. No. 13 is a good idea in toe-clips. No. 14 is a child's seat, but is hardly up to those made in this country. No. 15 is used for storing wheels and keeping out moisture. No. 16 shows the puncture-proof band, No. 17 the cycle raft, and No. 18 is the Loco, a neat thing in chainless wheels.



So bold have the bicycle thieves become in Dimbergerville that a Buffalo paper proposes that a race, open only to thieves mounted on stolen wheels, be held. A large entry is promised.

The Kentucky division has a membership of 603, an increase of nearly 200 in a year. About \$800 has been spent for road books and recruiting work this year and the division still has \$400 left in the treasury.

The Chicago & Northwestern Railroad has issued an order that hereafter bicycles may be checked over their lines without the owners signing releases. The Union Pacific has issued the same order.

The Chicago Century Wheelmen gave their first annual banquet Thanksgiving Eve. Over seventy-five sat down to the spread and listened to toasts by F. B. Hart, O. R. Barnett, W. H. Davis, and W. L. Whitson.

## ECLIPSE, '94. A Line that is high grade throughout.

1894 Eclipse - - -	\$125.00	Eclipse Model D (Misses') -	\$85.00
Ladies' Eclipse - - -	125.00	Eclipse Model E (Youths') -	85.00
Eclipse Model B (Men's) -	100.00	Eclipse Model E (Boys') -	75.00
Eclipse Model C (combination) - - -	100.00	Catalogues ready soon. Send in your address.	



This is a true picture of Works where Eclipse Wheels are made.

### ECLIPSE BICYCLE COMPANY,

INDIANAPOLIS, IND., and BEAVER FALLS, PA.

MENTION THE BEARINGS

# A BANG-TAIL

Is speedy; but not as speedy as the

## RELAY ROAD RACER---SPECIAL.

Manufactured by the

### RELAY MFG. CO. LTD.

READING, PA.



MENTION THE BEARINGS

## Fourth • National • Cycle • Show

AT PHILADELPHIA,

UNDER THE AUSPICES OF THE ASSOCIATED CYCLING CLUBS,

January 29th to Feb. 3d, inclusive, 1894.

## EXHIBITION OF CYCLES AND CYCLING ACCESSORIES.

First Regiment Armory, Broad and Callowhill Streets.

For Information Apply to

THOMAS HARE, Chairman, 104 South Fifth St., Philadelphia, Pa.

MENTION THE BEARINGS

#### THE FOLLOWING FIRMS HAVE SECURED SPACES:

Overman Wheel Co.  
A. G. Spalding & Bro.  
Buffalo Wheel Co.  
Rich & Sager Co.  
Boston Woven Hose & Rubber Co.  
John T. Bailey & Co.  
Raleigh Cycle Co.  
Singer & Co.  
Pennsylvania Bicycle Co.  
Hart Cycle Co.  
Demorest Mfg. Co.  
League Cycle Co.  
Curtis Child Mfg. Co.  
Light Cycle Co.  
Pope Mfg. Co.  
Hartford Cycle Co.  
Hickory Cycle Co.  
W. H. Wilhelm & Co.  
R. C. Gates Cycle Co.  
Eagle Bicycle Mfg. Co.  
E. K. Tryon & Co.  
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J. P. Lovell Arms Co.  
Eastern Rubber Co.  
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Philadelphia Drop Forge Co.  
Gormully & Jeffery Mfg. Co.  
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Wm. Read & Sons.  
Codman & Shurtleff.  
P. J. Berio.  
New York Belting & Packing Co.





# This Knocks

All those World's Records made by  
"hired men," behind hired pace-  
makers—whether men, horses,  
mules, or locomotives.

## What Say You?

The  
Fowler

TAUNTON, MASS., Dec. 1, 1893.  
HILL CYCLE CO.,  
Chicago, Ill.

### GENTLEMEN:

We have sold twenty-two "Fowler" bi-  
cycles this season, and a large number of others,  
and are pleased to say that the "Fowler" is the  
easiest wheel to sell of any high-grade wheel we  
ever handled; also wish to say they have not cost  
us one cent for repairs except an occasional puncture  
to the tires in the season from May 1st to the  
present time. We don't know of a single poor  
point about the wheel, but can stand and talk  
"Fowler" all day. We cannot send you any one par-  
ticular name of "Fowler" rider without offending  
twenty-one others, as they all want to be counted  
in as sending a good word for what they, as well  
as ourselves, consider the best wheel on earth.

We also copy from a letter received from one  
of our agents under date Nov. 25th: "The Fowler"  
holding out finely, and have no trouble with it  
whatever. Are the new catalogues out yet? I  
should like to get them as soon as possible and  
stir the boys up a little. Signed, B. C. Spalding,  
Mansfield, Mass."

Yours truly,

PIERCE HARDWARE CO.,  
E. LUTHER, Mgr. Bicycle Dept.

The  
Fowler

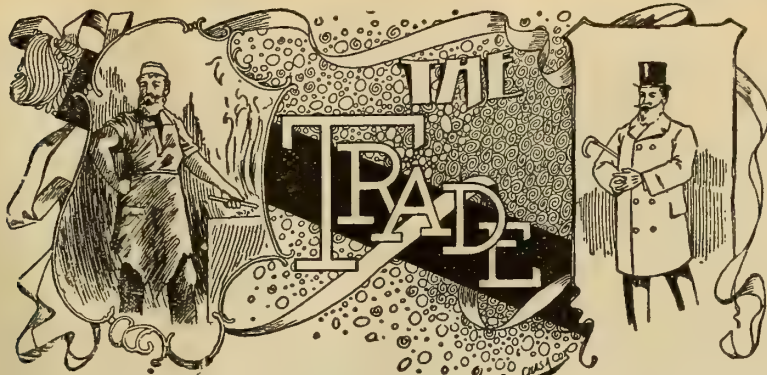
AGENTS==Are you with us for '94?

## HILL CYCLE MFG. CO.

142-148 W. Washington St., CHICAGO.







*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

*Scores of bicycle dealers throughout the country are ordering from twenty-five to 200 copies of the Christmas number of "The Bearings" to distribute to their friends and customers. If you are an enterprising dealer you will find it profitable to do the same. Order early.*

### THE '94 PRICE NOT SETTLED YET.

If *Bicycling World* is to be believed, the announcement of a prominent manufacturing firm that they would make a price of \$125 on their 1894 wheels is going to cause as big a disturbance in the trade as the famous cut of the Warwick company in the middle of last season did. We can not bring ourselves to believe any such thing. We have maintained all along that a really highest-grade wheel could not be made and sold at a profit to the various people through whose hands it must necessarily pass, and still list at much, if anything, less than the established price of \$150; and we believe it now. In spite of the startling telegrams that this company have been sending all over the country, we can not believe that they intend to list their whole line of wheels at \$125. In strange contrast to the prominence given the notice of this manufacturer, is the way the *Bi. World* treated the announcements of many other prominent manufacturers to the effect that their wheels would list at \$150. No, we are far from believing that some of the superb models that we have seen made up for the coming year's trade will list at less than \$150. Many of these wheels will be guaranteed for road use, and will stand all the hard knocks that the road wheels of the past and previous years have stood,—and stand them in better style if we are not greatly mistaken,—and yet will weigh in the neighborhood of twenty-five pounds, and some of them even less than this. They will be fitted with wood rims and the most expensive tires, and everything in their make-up must of necessity be the best and most costly. At \$150 they will be not only good value but cheap. It would not be strange to see some of the big manufacturers, who have stuck by the League organ just because it *was* the League organ, withdraw their patronage after an announcement of this kind, that must surely work them a great injury; and no one can blame them if they do.

### THE FIFTH JUDGE.

**The Stearns and Lu-mi-num Judges Unable to Agree Upon the Other Man—Here the Matter Rests.**

It has been some time since the public has heard anything concerning the Stearns-Lu-mi-num contest. The proposed test of the relative strength of aluminum and steel frames has aroused interest in scientific as well as cycling circles, and the delay has been most vexatious. But there has been considerable wrangling over the selection of a fifth judge, and this is the cause of the delay. *THE BEARINGS* has seen the correspondence between the judges, and the date of the test now seems as far off as it was when negotiations were first opened. W. A. Redding and C. E. Lipe, judges for E. C. Stearns & Co., hold that the fifth judge should be one who has ridden a bicycle for some time, and who has a thorough knowledge of the uses and various strains to which a bicycle is subjected, and who is also an expert in the construction of bicycles. Acting upon this belief they proposed two cycling newspaper men to select the fifth judge from. Edward Flad, acting for the St. Louis concern, objected to the proposal. He said that he wanted a man well versed in mechanical construction, who should have a thorough knowledge of materials and the methods of testing same, and of the proper interpretation of the results. He suggested the names of Robert W. Hunt, of Chicago, or Prof. Thomas Gray, of Terre Haute, Ind. But Mr. Redding still held to his belief that the fifth man should be an expert in construction, and that the tests should be practical tests and not entirely scientific.

In reply to this Mr. Flad suggested that one of the two judges appointed by the competing firms withdraw and allow some mechanical engineer of good repute, who answered Mr. Redding's qualifications, to take his place, and that a fifth judge, who was not connected in any way with the manufacture, sale, or advertisement of bicycles, and wholly unbiassed, be chosen. Mr. Redding did not see it that way, and wrote that the difficulties which confronted them were caused entirely by the indefinite and ambiguous terms

of the challenge. He then recommended Charles E. Foster, of Washington, as the fifth man. Mr. Flad's reply ignored this suggestion, and held out for the scientific man. In his last letter, dated December 2, Mr. Redding says that he will never consent to the tests being entirely of a scientific character, and agrees with Mr. Flad that it is useless to proceed any further with the discussion if they can not agree on the qualifications of the fifth judge.

### PHILIP GOETZ MAKES A CHANGE.

Philip Goetz, who has for the past six years been associated with the Charles F. Stokes Mfg. Co., will after the first of January devote his energies to the interests of the Indiana Bicycle Co., of Indianapolis, in the capacity of treasurer of the company. Mr. Goetz has had virtual charge of the business of the Stokes company for the past two or three years, as Mr. Stokes has devoted but little of his time to business. This makes only the third change that Goetz has made in the last twenty-one years.

"Was not this change quite unexpected?" said a *BEARINGS* representative to him.

"Yes," he replied. "I thought that I was a fixture here, but I had such a flattering offer from the Indiana people that I could not refuse it, although I have been in Chicago so long. I own real estate here and have my wife and family in a home, and it will be hard work to pull up stakes and move; but the offer was such an exceptionally good one that I could not let it go."

"The business of the Indiana Bicycle Co. has changed greatly of late. They used to sell to a few jobbers and had a few gilt-edged accounts on their books; but now it is different. They have hundreds of customers and matters are greatly complicated, and Mr. Smith felt the need of a practical man in the business to look after finances and to systematize the office work, and this is the position I will fill."

"I do not relish the idea of leaving Mr. Stokes, but I could not in justice to myself stay. Our relations have always been of the most pleasant nature, and they are now, and will remain, the same. Indeed, Mr. Stokes told me that I could not do less than to accept the offer that Mr. Smith made me."

"I will have charge of the office work and the finances of the Indiana company, while Mr. Fred Patee will, as before, look after the selling of the goods and the men on the road."

### Snell's New Superintendent.



C. F. PEASE.

C. F. Pease, late of the Derby Cycle Co., left Chicago for Toledo last Saturday to take up the position of superintendent of the Snell Cycle Fittings Co. Mr. Pease is the inventor of the tire bearing his name, and has also turned out a number of other bicycle inventions. He was with the Kenwood Mfg. Co. for two years as assistant superintendent, and later with the Ames & Frost Co. as master mechanic.

### Bode's New Position.

After being with the Hill Cycle Mfg. Co. since that company started, E. C. Bode has transferred his services to the Sterling Cycle Works and will represent that firm on the road. Bode is one of the best-

known traveling men in the business and can sell wheels where an ordinary man would fail. Much of the success of the Fowler can be credited to Bode's untiring efforts. His persuasive tongue and ready wit make him a general favorite. In an argument Bode is in his glory and can talk interestingly on any subject brought up. We can recommend him to Sterling agents as a first-class man and wish him every success in his new position.

### The Pittsburg Cycle Co. Rejuvenated.

Henry B. Pepper and J. Wade McGowin have purchased from A. C. Hess, receiver, all the right, title, and interest in the bicycle and sporting goods business of the Pittsburg Vehicle and Harness Co. (composed of Harry D. Squires and others, who are no longer in any way connected with the business), conducted under the name of the Pittsburg Cycle Co. The business will be continued under the same name, at 428 Wood street, Pittsburg, by them.

### "The Munger Arrow."

L. D. Munger was in Chicago this week, chock full of information concerning his new wheel. For three weeks "Birdie" was not outside of the factory at Indianapolis. The result of his labors will be a machine which will weigh in the neighborhood of twenty-two pounds. Mr. Munger will make but one pattern next year, and this will be first class.

C. F. Smith, president of the Indiana Bicycle Co., while in Buffalo this week placed an order with the Niagara Cycle Fittings Co. for all the pedals he will use in '94.

The Zucker & Levett Chemical Co., New York, received the highest award of the World's Fair for electro-platers' supplies and polishing materials



## ENGLISH PATTERNS OF '94.

With but few exceptions the pattern universally adopted by the manufacturing concerns for next season's trade will be what is known as the long-base, Humber-pattern, rear-driving safety, and as far as we have been able to ascertain, says the *Cycle Trade Journal*, of England, with the exception of the Crypto Cycle Co. those who have decided to introduce innovations are not prepared to place their faith altogether in their novelties, but intend that they should occupy a subsidiary position, while undergoing the crucial test of "popular judgment."

To deal first of all with the Humber pattern safety, there is a tendency to reduce the width of the bottom bracket to the smallest limits and the Whitworth company appear to have taken the lead in this direction. The Quadrant company, on the other hand, although making a very narrow bottom bracket constructed entirely from tubing, a work of art, have also made a forward step in the right direction in the construction of their new combined crank and pedal, which allows the inside pedal-nut to be dispensed with. The Quadrant crank has an adjustment *a la* Rudge split bearing case, the pedal-pin screws into a corresponding thread in the crank and a nut-headed bolt tightens the split end and firmly fixes it. Next follows the invention of Mr. J. R. Trigwell. This is a pedal which may be attached to any machine, the nuts inside the cranks being dispensed with, the attachment to the crank being effected by a combined lock-nut and ball race, a neat and clever device for reducing the width of tread by a full inch. The size of the tubing used will also be a feature of the '94 safety, as we hear from all quarters that tubes of a larger diameter and a thinner gauge will be "all the rage." Gear cases will be attached to every machine except those of cheap grade. Two twenty-eight-inch wheels or twenty-eight back and thirty front will be used as in the past season. Pneumatic saddles will probably be fitted to the highest class machines, as we hear of larger orders being placed for these accessories. To prophesy as to what tires will be used is somewhat early, but we venture to think that the established concerns will find no falling-off in the trade. We do not believe that tires which may be suitable for racing purposes will find very great favor among the million riders and tourists. Rims will form an important item

in the successful construction of machines and tires, and although the wooden rim is spoken of for races, we doubt that for road work they will have any degree of patronage. We hear of several valuable inventions in rims, and one particular, that of Mr. Trigwell, will probably come to the front during the ensuing season. The new rim of Messrs. Warwick will also, of course, have the large patronage which this firm's products deserve.

Mr. Boothroyd will of course continue to force the F.-D. safety, as manufactured by the Crypto company, to the front in 1894, and that there are a large body of riders who prefer this type of machine to the rear-driver, is proved by the large numbers of these machines which have been disposed of by Mr. Boothroyd during the past season. There is no gainsaying that the front-driving safety trade is in the hands of the Crypto company, and will probably continue to remain so.

The "threatened" novelty in the construction of rear-driving safeties is that which is at present known as the "high-framed." The lower portion of the frame in this particular pattern is carried from the bottom lug of the ball head in a straight line to the back hub, bifurcated of course to take the wheel; the bottom bracket, mounted upon the frame, is then a considerable height from the ground. It is stated that this type of machine may prove faster than the R.-D. safety, with the bracket in its present position. Of this we can not definitely speak, but we can say from personal experience that we believe the vibration to the rider is considerably less upon the Hi-frame than upon the ordinary type of safety.

## The Stearns Wood Rim.

E. C. Stearns & Co. are also large manufacturers of other articles besides bicycles. One branch of their vast establishment in Syracuse is devoted to woodworking, and with the advent of the wooden rim in bicycle construction it is not strange that they should be among the first to manufacture these speed accelerators. It is their intention to use wooden rims almost exclusively on the Stearns next season and with the excellent facilities which they have for making them in large quantities, they a short time ago turned their attention to supplying the trade, with the result that they are now booking large orders. The Stearns rim is made of best quality of second-growth rock elm, which after careful and practical tests they have selected as the best wood for the purpose. It is made in one piece, bent and jointed, with a double steel patch, covering the joint inside and out, which is riveted together. These rims weigh from twelve to sixteen ounces each and are much stronger than a two-pound steel rim.

## Spaulding Machine Screw Co. Ready for Business.

The Niagara Machine Co., at present in the receiver's hands, have sold their plant to the Spaulding Machine Screw Co., which concern is now running full handed. W. H. Crosby, at one time treasurer of the Niagara com-

pany, is managing the Spaulding company. Associated with him in the office and on the road is W. H. Hill, the old company's manager in England, and as superintendent Theodore J. Telfsen. The new owners of the plant are in possession of all the patents, machinery, tools, dies, and stock, and are able to fill all orders promptly. They have plenty of capital and will work the plant to its fullest capacity.

## Warwick Prices for '94 Fixed.

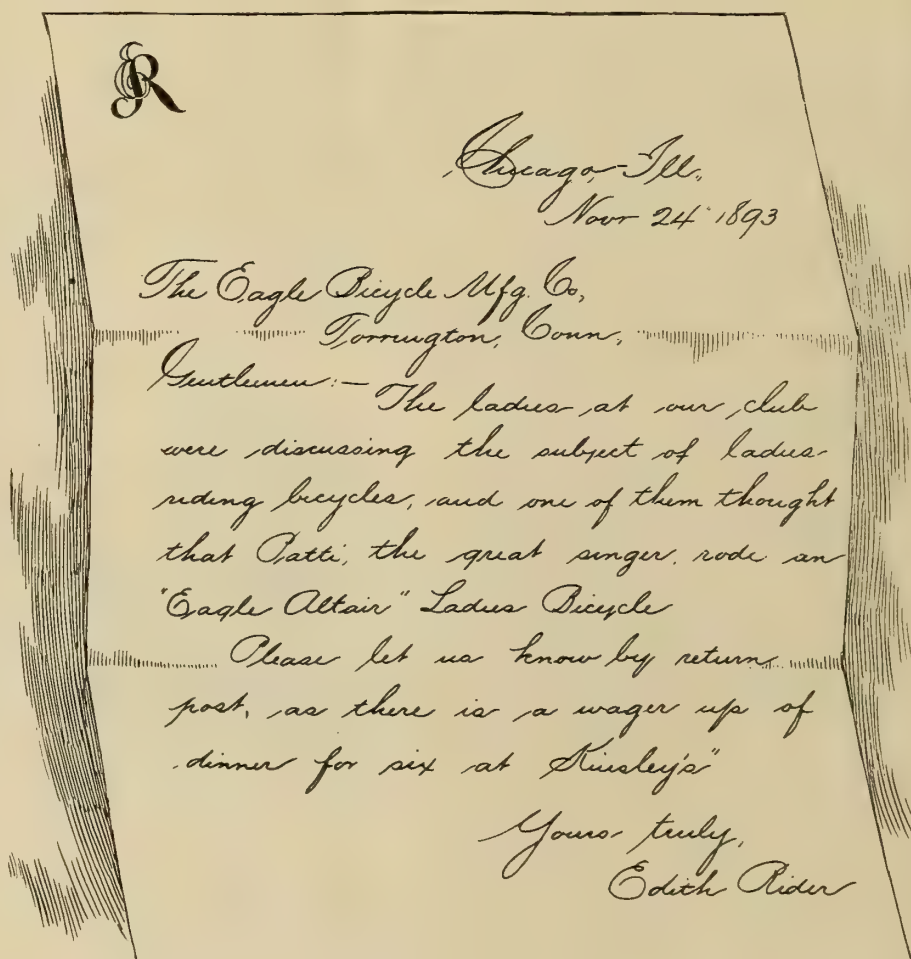
The Warwick Cycle Mfg. Co. have fixed upon their '94 prices, and announce that they will be maintained during the whole season. The light road wheel will list at \$125. It will be fitted with wooden rims and new patented handle-bars. The machine weighs 25 pounds. Their ladies' wheel will also have wooden rims and adjustable handles, and will also have a \$125 tag on it. It will weigh twenty-eight pounds. Other models of ladies' and gentlemen's machines will be sold at \$115 and \$100.

## Brazilian War Won't Affect the Tire Market.

Mr. W. J. Walker, the energetic representative of the Eastern Rubber Mfg. Co., of Trenton, N. J., called at our office last week, and while in conversation stated that his company had decided to put in three more large boilers in addition to the large building which is nearly completed, and filled with the most improved machinery, for the manufacture of pneumatic tires. He stated that he had received a letter from the home office, stating that while crude rubber had materially advanced on account of the war in Brazil, they had not advanced the prices of their tires, and that they are daily booking orders from bicycle manufacturers, and that the prospects for a large trade are good.

James Joyce, of the Pope Mfg. Co., passed through Chicago last Saturday on his way to Denver. He goes there in the interests of the Columbia and to get acquainted with Colorado riders. He will open headquarters at 316 Boston Block.

The Stearns will be handled in New England states in 1894 by H. B. Shattuck & Son, of Lowell, Mass. They have already placed one of the largest orders for high-grade machines ever booked. Mr. Edward Buffum, manager of the bicycle department of this firm, starts this week with 1894 samples of the Stearns to visit the larger New England cities before Christmas.

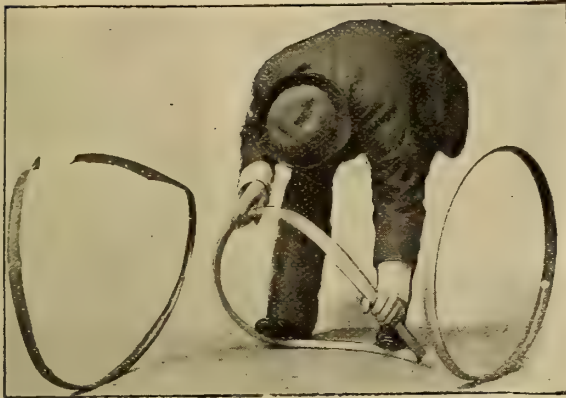




### "GOSPEL OF THE WOOD RIM."

The Bicycle Wood Rim Co., of Kingsland, N. J., use only white ash in the construction of their rims. They claim that it is superior to all woods. Hickory is not elastic, and if not braced with iron will crawl out of position. Maple is granulated and not fibrous; it is too stiff and non-elastic and breaks when the grain is bored for spokes, say the B. W. R. Co. in their book, "Gospel of Wood Rims." This pamphlet is neatly gotten up and contains much valuable information about the new rim. It says:

A wood rim for a bicycle? Why not? It does not follow that because the essential parts of a bicycle are of steel, the rim of the wheel should also be of steel. Steel rims on bicycles are good—there can be no doubt of that; but wood rims—white ash rims—are better. One of the characteristics of wheelmen is their ready



"Wood bends—Steel breaks."

adoption of any improvement that gives strength to the machine, or that increases its durability and speed. The wood rim does both, and there are reasons therefor that are founded on scientific principles. It is known that of all things that grow, or are fashioned, wood has qualities which, all things considered, best resist a sharp and sudden impact of opposing forces. Not that wood is stronger than metal—but that

its limit of elasticity is relatively greater. That element in wood which is the best resistant of impact or shock—is elasticity. All woods possess it in greater or less degree, but white ash ranks the first. The idea of elasticity in a bicycle wheel at first may seem chimerical, but a common-sense analysis means conviction.

The prerequisite of the frame of a bicycle is absolute rigidity; the machine that would bend under pressure would be a flat failure and if it should yield ever so little at first, it would yield more and more as time went on and ultimately would be a ruin. Rigidity is possible only with steel. But with the wheel itself the crucial test invariably is its resiliency and elasticity—its power of encountering shock under the ever changing conditions of locomotion; of surviving the torsional strain of cross country riding. Few riders ever think of the possibility of fracture in a wheel, or consider the enormous disproportion between the weight of an average sized man and a twenty-five pound bicycle,

which is far lighter than a buggy, and lighter even than a paper racing shell. The steel frame of the machine, while it enables the rider to put forth all his strength nevertheless throws the brunt of the work on the wheels. Consequently the wheels, in that part where the shock is greatest—i. e., the rim—should be made of that material which best survives strain. That material is not steel, but wood, and the most desirable wood is white ash, which has high resiliency and wonderful elasticity. "It bends but never breaks."

### Wood Rim for Road Riders.

We wish to emphasize the fact that this is not a racing fad; it is the result of three years' experience on the road, and it will stand up under all conditions where a steel rim will go, and will ride faster and with more ease to the rider. What has lowered the records for 1893? All the racing men rode wood rims—there may have been some improvement in pneumatic tires and lighter bicycles, but some of the time clipped from previous records must certainly be ascribed to wood rims. The student of bicycling from the scientific standpoint—and there is no sport or form of exercise which involves so much that is really scientific—knows that resiliency is that attribute in a substance which resists shock, whether under stress or by impact. This shock-resisting quality is both distributive and elastic—distributive in that it "deadens" the force of impact, and elastic in that it causes the resisting substance to yield or bend only to fly back instantly to its original formation. This quality in wood is recognized when armor plate is under heavy fire—it is backed solidly with wood, which deadens the shock and at the same time increases the resiliency of the mass.

### Some Statistics.

Wherever there is shock, whether in wood or metal, whether under torsional strain or by a blow, there ensues vibration among the constituent particles. In this localization of power at a given point, wood shows its elasticity, flexibility—it gives back something of that which it has received and is itself unimpaired. In a bicycle the rim of steel, whose very rigidity would at first glance imply strength and toughness, really defeats its purpose, for being non-elastic and only slightly resilient, neither bending under strain nor distributing shock,—it eventually buckles, grinds itself to pieces, and even snaps out the spokes. The rim or fellow on a buggy wheel is a good example of resilient, elastic white ash wood. When twisted in coming out of a car track it never breaks, it always gives, but at once assumes its natural circumference. It is a remarkable fact—remarkable because lost sight of—that in practically all the instruments utilized in the practice of outdoor sports, wood—white ash wood—is the chief component part. For instance, the base-ball bat is of white ash because this is the wood whose elasticity, strength, and lightness in combination are best adapted to the swift, fierce compact with a hard object flying through space. At the instant of meeting, the elasticity of the white ash gives the ball an added impetus. Furthermore a bat of wood is a prerequisite to the batsman because it distributes the shock which otherwise might sting his fingers. The same principle is exemplified in oars for shell racing; they are of white ash, having the same three qualities spoken of, and the blades are concave, in order that in bending more power may be imparted to the strokes. One finds the recognition of the elastic qualities of wood in the archer's bow, in the masts of yachts; its distributive quality, its faculty of absorbing shock, in the stocks of guns and the ties on steam railways. Who would be so foolhardy as to use a gun with a stock of steel or metal? How long would a buggy

# THE TRIBUNE

AND

FAULTLESS IN WORKMANSHIP.

PERFECT IN DESIGN.



Write for Photographs and Particulars of '94 Models.

# THE VIGILANT

NATIONAL CYCLE SHOW, NEW YORK, STANDS NOS. 58 AND 59.

# THE BLACK MFG. CO. ERIE, PA.

MENTION THE BEARINGS.



wheel last with a steel fellow, and of what use would the steel rail be without the wooden sleeper beneath?

The Kingsland wood rim is made of a single piece of white ash bent and joined by a lap-joint covering four to five inches; it is then wound with heavy linen. So confident are we of the strength of the joint, that the hole for the valve stem is put right through the joint, which is the strongest part of the rim. We have at our command two acres of floor space, fitted up expressly for wood working. We have been bending wood for twenty years; we grew up in the business. One of our firm was born in the white ash country, *i. e.*, New Hampshire, and has been in the wood-working business all his life. Nowhere in the United States do you get such quality of white ash as Vermont and New Hampshire. Brewster goes there for his buggy-rim stock. After paying the highest price, we make a very careful selection and reject, as defective, more than one-third of the stock. These rims are bent naked, without protecting steel covering bands, so that defective stock is broken when it is in process of bending. You can bend poor stock by protecting it with bands, but the severest test is to bend it naked.

#### J. Willard Parker on Top.

Although the Niagara Machine Co. is a thing of the past, yet two or three of the members of the defunct concern have stuck together and are now operating the Niagara Cycle Fittings Co. J. Willard Parker is manager of the new concern, and writes as follows about his company: "Some time since the financial affairs of the old Niagara Machine Co., which for the last four years has been under the entire control of the present manager of the Spaulding Machine Screw Co., got into quite a tangled up state, and, as indications were that the old plant might be tied up in litigation for some time, two or three members of the old company, with such outside co-operation as was necessary, organized the Niagara Cycle Fittings Co., and are now operating the plant of the Batavia Pedal Co., which, at the time, happened to be up for sale at auction. We have also added to the Batavia plant enough new machinery to duplicate the old Niagara plant, with some improvements thereto, and are now practically in full operation with a complete outfit. Our specialties will be the same old lines of Niagara pedals, though we shall also make bearing cases to order, balls, etc. Thus you will see that the business of the old Niagara Machine Co. has been divided—one wing of the party taking the old plant and the other wing establishing a new one. Our corporation contains all the efficient working force of the old company, and enough new blood added thereto to enable us to take care of all the old company's business, and more too. We have selected a fine location in the heart of the city, having had quite enough experience in the suburbs in the last seven years to make us very glad to move to civilization again."

Penseyres & Haberer, of Buffalo, makers of the Globe, whose success the past year on road and path is well known, will turn out a cheaper wheel next year besides the Globe.

#### Heath Ball Pump.

The S. F. Heath Cycle Co., of Minneapolis, have put their '94 pump on the market. It has been slightly improved; the foot rest has been changed in style and the pump itself is somewhat lighter. The weight of the instrument is two pounds and it can easily be carried on the wheel. The pump is very powerful, being capable of raising a pressure of 125 pounds to the square inch. The universal coupling, by means of which connection can be easily and quickly made with any valve, is the feature of the pump. The hinged stirrup allows the barrel to oscillate with the motion of the hand.



#### Svensgaard Bicycle Co. in a Receiver's Hands.

The Harry Svensgaard Bicycle Co., of Fergus Falls, Minn., is in the hands of a receiver, H. M. Wheelock. Slow collections and the repeated demands of the bicycle concerns for prompt settlement of their claims are said to be the cause. The assets are said to be in the neighborhood of \$55,000 and the liabilities about \$20,000. The affairs of the company will be wound up and in all probability a new company will be formed.

#### The Right Kind of Guarantee.

One of the best guarantees seen this year is that given by E. C. Stearns & Co. It is broad and comprehensive and is just the kind the riders want. It reads as follows:

"\* \* Just here the question of a guarantee is involved. E. C. Stearns & Co. are entirely out of sympathy with the theory that the trade would serve itself by abandoning the year's guarantee. It is surprising to them that the idea has enlisted interest at all. As far as the Stearns wheel is concerned it will continue to be warranted for a year, without taking into account what competing firms or companies may do in this matter. It has cost E. C. Stearns & Co. practically nothing to make good their guarantee the past season. The Stearns wheel is built *to last*, and its makers had just as lief warrant it for a year as for a month. In a year, perhaps, it will not look quite so spick and span, but its running qualities and strength will not be impaired, and to this test of durability, E. C. Stearns & Co. herewith "plight their troth."

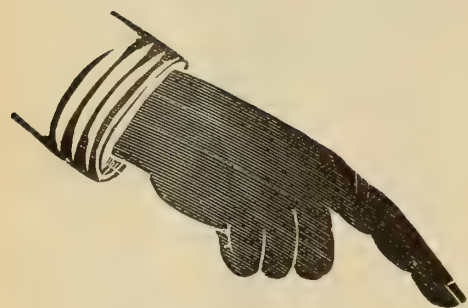
"\* \* They recognize, too, the rider's side of the case. The wheelman who pays \$150 for his mount has a right to expect a broad warrant, covering the wheel for a length of time which will give him confidence in its qualities; and *if it has those qualities*, why should the maker object to standing by them? Nor are they fearful, either, of being imposed on by unscrupulous owners, who seek redress from the agent or maker for damages entailed through other faults than those of the bicycle. E. C. Stearns & Co. are not yet ready to forfeit faith in human nature. Quite on the contrary, their experience is calculated to make them scout at the idea of total depravity.

## Our Agents Make Money!!

DO YOU

Want '94 Wheels for '94 Prices Now?

## ALUMINUM RIMS....



Stock carried in CHICAGO by

**WOODROUGH & HANCHETT,**

38 AND 40 LAKE STREET.

Stock carried in ST. LOUIS by

**THE SIMMONS HARDWARE CO.**

**The Eagle Bicycle Mfg. Co.**

FORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

#### We Want Responsible Agents

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

**The Lightest Road Wheels Ever Made.**

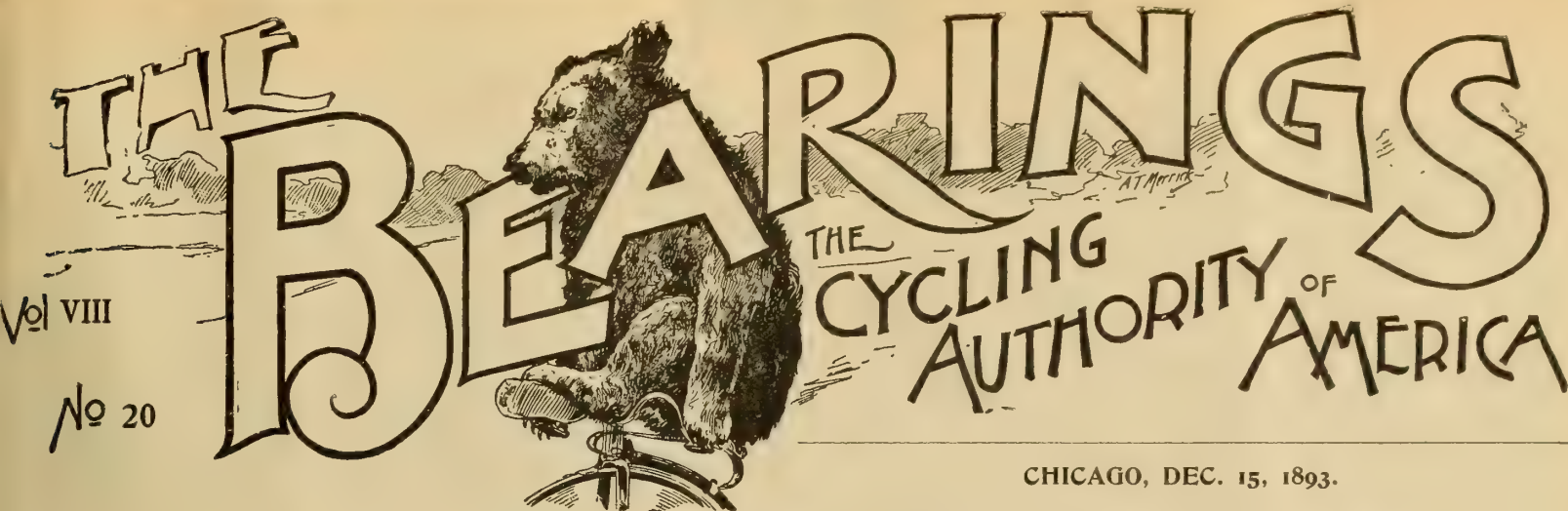












CHICAGO, DEC. 15, 1893.

## "ZIM" LOSES A RACE.

**The Champion is Defeated in a Consolation Race at Augusta—Banker Brothers Win Everything.**

AUGUSTA, GA., Dec. 8.—The three days' meet here was brought to a close today, and thanks to the presence of Zimmerman and the Banker brothers it was a success. Arthur A. did not intend to race when he came here, but the people were so anxious to see the champion rise that he could not refuse. On the first day he did a flying quarter in :31, which was fast considering the track. But the next day Zim gave the good people an exhibition of speed that opened their eyes and showed that the Jerseyman has not lost any of his speed. Paced by the Banker brothers on a tandem he dashed off a flying half in 1:00 2-5. A most laughable farce was the "consolation" race on the last day, in which Zimmerman was defeated by John R. Burke, of the Augusta *Herald*. Mr. Burke weighs about 250 pounds and this gave him an advantage over Zim and he beat the "Skeeter" by three inches.

Of course the Banker brothers had everything their own way and won everything they went into. Arthur turned the tables on George in the half-mile open on the first day, winning the event in a hot finish. The results of the three days' racing were as follows:

### First Day.

Half-mile open.—A. L. Banker, Pittsburg, first; G. A. Banker, Pittsburg, second; M. Ed. Wilson, Savannah, third. Time, 1:18.

One-mile handicap.—G. H. Groth, Savannah, Ga., 200 yards, first; M. Ed. Wilson, Savannah, Ga., 175 yards, second; G. A. Banker, Pittsburg, scratch, third. Time, 2:30.

Quarter-mile open.—A. L. Banker, Pittsburg, first; M. Ed. Wilson, Savannah, second. Time, :45.

One-mile lap race.—G. A. Banker, first; A. L. Banker, second.

One-mile 2:50 class.—F. A. Beale, Augusta, Ga., first; G. H. Groth, Savannah, Ga., second. Time, 3:29.

Quarter-mile interstate championship.—M. Ed. Wilson, Savannah, first; F. A. Beale, Augusta, second. Time, :40 2-5.

### Second Day.

Half-mile handicap.—A. L. Banker, 25 yards, first; G. A. Banker, scratch, second; F. A. Beale, 60 yards, third. Time of scratch man, 1:13 1-5.

Half-mile interstate championship.—M. Ed. Wilson, Savannah, first; F. A. Beale, Augusta, second. Time, 1:27 1-5.

Two-mile lap race.—G. A. Banker, first; A. L. Banker, second. Time, 5:46 4-5.

One-mile interstate championship.—M. Ed. Wilson, Savannah, first.

Two-mile handicap.—G. A. Banker, scratch, first; M. Ed. Wilson, Savannah, 225 yards, second. Time, 5:34.

### Third Day.

One-mile Augusta championship.—F. A. Beale, Augusta, first; Frank Plumb, Augusta, second. Time, 3:20.

One-mile handicap.—G. A. Banker, scratch, first; M. Ed. Wilson, 125 yards, second; F. A. Beale, 125 yards, third. Time, 2:37.

Two-mile interstate championship.—F. A. Beale, Augusta, first; M. Ed. Wilson, Savannah, second. Time, 6:28.

Half-mile open.—A. L. Banker, Pittsburg, first; G. H. Groth, Savannah, second. Time, 1:25.

Five-mile interstate championship.—M. Ed. Wilson, Savannah, first. Time, 16:17.

Consolation race.—John R. Burke, first; A. A. Zimmerman, second; O. R. Eaves, third. Time, 10:00.

### Missouri Division Matters.

ST. LOUIS, Mo., Dec. 10.—At a meeting of the Missouri division board Saturday evening a vote of confidence was passed in H. A. Canfield, against whom sensational charges were published in a leading daily paper, and he was elected delegate to the National Assembly. The matter of the election frauds was also taken up and D. W. Robert, of the St. Louis Cycling Club; W. M. Butler, of the Pastime Athletic Club; and C. F. Zukoski, of the South Side Bicycle Club were appointed a committee to investigate the matter fully and report at the next meeting of the board.

Now that the season for calling club runs is past, the St. Louis Cycling Club has taken to football, having entered a team in the Lindell Football League, playing under association rules. The first game was played today, and they ran up against a snag in the Branch Guards (N. G. M.) team. The score in the first half was 5 to 0 in favor of the Guards and in the second half 2 to 1 in favor of the Guards; total, 7 to 1. The cycling club showed lack of team work, but a few practice games will improve them and they promise to make a hard fight for the handsome trophy which is offered to the team winning the championship.

## THE POLITICAL POT IS BOILING.

BOSTON, MASS., Dec. 9.—There is surprisingly little news in Boston cycle circles. Only two topics are interesting the wheelmen now. One is the price of next year's wheels. They think and hope that all the high-grade wheels will list at \$125 or even lower; but they do not know. Col. A. A. Pope, the sphinx, doesn't say anything, and the others wait for him. Some day we hope his thinker will wander back again and that he will decide to set a price on his products. The other topic of interest is the annual meeting of the board of officers which will be held next Wednesday evening. At this meeting the organization of the board will be perfected and the division committees appointed.

The delegates to the National Assembly are also elected from among the members of the board. The division is this year allowed fifteen delegates beside the chief consul, the vice consul, and the secretary-treasurer, who go ex officio. There will be about fifty members of the board when all the clubs have named their representatives and the prospect is that there will be some pretty tall hustling for election among the favored fifteen. The National Assembly meeting at Louisville has an attractive sound to many of the members of the board, and they will want to go. Many important questions of grave import will come up for action and Massachusetts should send her best thought and brains to this meeting and her most intelligent men. The by-laws of the division do not state what method shall be employed to elect the delegates; they simply state that they shall be elected. Their names may be presented by a nominating committee appointed by the chief consul, or they may be nominated from the floor and elected by a viva voce vote. There may be different tickets. There is a splendid opportunity for slate making and wire pulling, and the fifteen men who go will be apt to think they have come through "great tribulation." The big appointive committees are the racing board, the touring committee, and the rights and privileges committee. There will be a merry scramble for these committees.

The League club representatives are as follows: Roxbury Bicycle Club, James Keltie; Haverhill Cycle Club, A. M. Child; Leominster Bicycle Club, George H. Cook; Cambridgeport Cycle Club, J. W. Bean; Rovers Charlestown Club, Henry W. Robinson; Malden Bicycle Club, A. W. Starbird; George W. Dorntee; Columbia Bicycle Club, of North Attleboro, S. E. Lamprey; Mt. Washington Bicycle Club, Fred McDonough; Bay State Bicycle Club, of Worcester, J. W. Murphy, Herman Schervee. Of these, Messrs. Keltie, Robinson, Dorntee, Lamprey, McDonough, and Schervee sat in the board last year as their club representatives. Messrs. Starbird and Schervee failed of election on the regular ticket as representatives.

The Winnisimmet Cycle Club has branched out in a new field of enterprise. It has engaged a dramatic company presenting "Hands Across the Sea," a show that never fails to draw an immense house, and the performance will be given with the club as managers. The advance sale of seats is very large and the affair will doubtless be a success.

## BELGIUM GETS THE INTERNATIONAL MEET.

The international meet of '94 will be held at Brussels, the board of the International Cyclists' Association deciding upon that place at its meeting in London, November 22. There was not a very large attendance at the meeting. The secretary's report and balance-sheet was first accepted and several amendments made in the rules of the association. Mr. Otto Weber, the German representative, introduced a new scheme of work, rather with a view to a general alteration in the methods of the different countries in regulating their own affairs relating particularly to the amateur question, which was discussed at some length, and eventually decided to be printed and circulated among the different countries forming the Union. The gifts of the Saltonstall trophy and *The Cyclist* challenge shield were formally accepted. An invitation having been received from the Ligue Velocipedique Belge to hold the championships in Belgium either in '94 or '95, it was decided, if suitable arrangements could be made by the L. V. B. as to track and other details, to accept the offer of the Ligue, and hold the meetings in Belgium in 1894. Mr. Frans Netcher, of the Dutch Cyclists' Union, was elected president for 1894, Mr. Henry Sturmey again elected honorary secretary, and votes of thanks passed to the retiring officers.



## A CUT OF THREE SECONDS.

### Dirnberger Reduces the Flying Mile to 1:51—Bliss Slashes the Standing Mile—Fine Performances at Birmingham.

BIRMINGHAM, ALA., Dec. 12.—Six more bicycle records fell today, and two were the mile standing start and the mile flying start. The former was ridden by Bliss in exactly 1:54 4-5, the latter by Dirnberger in 1:51. Fully a dozen watches were held on the men and in the hands of the leading horsemen in these parts. The men were paced by running horses. The horses changed at the five-eighths, and the exchanges were promptly made in each instance. The day was perfect, although the track was a little heavy, a dense fog falling last night. In addition to the mile records the men lowered the two-third and three-quarter mile records in each instance.

The new times were Bliss' standing start for the two-thirds, 1:17, and for the three-quarters, 1:26 2-5, the former records being 1:21 for the two-thirds by Johnson, which Bliss tied yesterday, and 1:28 1-5 for the three-quarters, by Tyler. Dirnberger lowered his own records for the three-quarters to 1:22 3-5 and the two-thirds from 1:14 1-5 to 1:12 3-5.

At the finish of Dirnberger's wonderful mile the dog Pansy, the mascot of the party, tried to cross the track and was run over by the horse that was pacing. Dirnberger just escaped the dog. The rider tied his half-mile record of 54 seconds made at Nashville. This was in his mile trial. The men are still confident that they can go just a little bit better, and the flying mile will be tried again. The officers today were all prominent Birmingham people, and in addition there were at least 200 persons that held a check on them. The watches did not vary a particle on either trial.

#### Going for the Short Distances.

BIRMINGHAM, ALA., Dec. 13.—There was more wonderful riding today. Dirnberger tried for the eighth, quarter, and one-third mile records, all in one attempt, with three separate boards of officers. It was nearly dark when he started. He rode to the eighth in :12 2-5, tying the flying-start record of Johnson. He finished the quarter in :25 1-5, only four-fifths of a second outside record for that distance, a wonderfully fast quarter for the horse Jim White to sulky, S. W. Gilbert driving. He finished the one-third in :32, but will not be allowed this record, as the timers could not see the quarter-pole from which he started and timed from the report, which is probably a second's difference. The record is :34 3-5. Dirnberger was yelling like mad all the way down the stretch and gave the horse a start of five yards. The quarter-mile record he had to beat was made in a favorable gale of wind and today there was no wind. Dirnberger was rubbing against the screen all the way.

Bliss twice tried for the quarter-mile, standing start. He did :28 4-5, the record being :28. Bliss twice tried to pass the horse on each trial, but seeing the attempt would be dangerous he desisted. He was yelling at the horse all the way. The day was cold and cloudy and the horses did not run as well as they might have done for the distances previous to the mile attempt.

#### Two Trials for the Mile.

BIRMINGHAM, ALA., Dec. 11.—After having been off the track nearly three weeks, Bliss and Dirnberger resumed their record-breaking attempts today. On the deserted track of the Birmingham Fair Association Dirnberger, in a try for the mile, flying start, broke both the two-thirds and the three-quarter mile records, and had he finished would have done a mile in close to 1:50.

Bliss, in an attempt for the mile, standing start, tied Johnson's record for two-thirds of a mile, but did the mile in only 2:04.

The day was warm, and the men rode in their racing suits. The track had been harrowed and planed, and was in excellent shape most of the way. There were spots where it was soft, and the wind was against the men on the home stretch. About 100 people were present. The horses, Jim White and Clarkson, were brought out for a warming up. Dirnberger, in a spin behind the former, complained that the dust sifted through the mosquito net screen and blinded him. Red flannel was then substituted. It was 4 o'clock when

#### Dirnberger Started for the Flying Mile.

The first quarter was done in :27, the half in :55, tying Johnson's time and a second slower than the record established by the Buffalo boy at Nashville. At the half he changed pacemakers very neatly, and at the two-thirds was one and four-fifths seconds inside Johnson's record of 1:16. At the three-quarters he had lowered Windle's record of 1:26 3-5 to 1:23 4-5, a clear cut of two and four-fifths seconds, and was apparently coming strong into the home stretch when he slowed, and riding easy, finished in close to two minutes. Dirnberger claimed that in the change from one sulky to the other he missed connections, and in an attempt to catch up ran against the screen, losing his pedal in attempting to back pedal. He says that he came from the half to three-quarters alone, while the driver, Gilbert, claims to have run away from him. "Dirn" was not tired.

In both records the watches agreed. One of them was only a fifth out, being that much faster on the two-thirds. In addition, W. F. Trousdale, a local horseman, held a valuable horse timer on the trials and certifies to the accuracy. On the three-quarters

#### All Watches Agreed.

The timers held two watches each, a split second in one hand and an ordinary stop watch in the other, taking the three distance points in this way.

After a few minutes' rest Bliss was started for the mile standing start, behind Jim White, who took him the first half in 1:00. At the two-thirds he

was tied with Johnson's record of 1:21, but at the three-quarters was just 3 seconds out of the way. He finished the mile in 2:04.

The track, when surveyed, was found to be several yards over at the two-thirds.

The officials were prominent business men, representing the entire local cycle trade. Edward Warren, manager of the bicycle department of the Birmingham Arms Co., started the men. W. C. Harris, chief consul of the Alabama division, was referee. The judges were: A. A. Towers, formerly of the Towers Hardware Co.; Harry Jones, manager of the bicycle department of the Moore & Handley Hardware Co., and J. A. Snider, wholesale tobacconist. The timers were: J. B. Rosenstihl, jeweler; A. Speaker, jeweler, and H. O. Fox, of the Seals Brothers Piano House. Better timing could not have been obtained.

BIRMINGHAM, ALA., Dec. 10.—Dirnberger and Bliss arrived in this city this morning tired but happy. They had left Nashville the night previous and on their arrival in this city at 4 o'clock this morning were met by Chief Consul Harris. All went to bed again at the hotel and when they arose at 10 o'clock found what they had been looking for all along, viz., good weather and lots of sunshine. It was a warm southern day and every one was brimming over with good nature.

#### Record Breakers go to Birmingham.

Birmingham was found to be a regulation southern city, not lacking in those proverbial southern characteristics as was Nashville, where had it not been for Joe Combs the wheelmen would have died for want of a friendly face. Combs and a very few employed around him did all in their power to make the stay of the party enjoyable, but the rest of the wheelmen were beautifully prominent by their absence. In Birmingham all is different, for on Sunday morning before the men were up the wheelmen began to gather, and when Bliss and Dirnberger came down from breakfast there were at least two-score of the more prominent men present to give them a welcome. So marked was the change that the little speed merchants at once took on another air altogether from the habitual bored look that has haunted them for the past few weeks. All day the wheelmen came and invitations poured in. At 3 o'clock the entire party went out to the track and there found at least two-score more who stayed to see them practice. The weather was like our northern summer and there was little wind blowing.

The wheelmen here ride the year round and

#### Have the Best Country Roads in the South,

as smooth as a billiard table and very hard. These do not get soft under the hardest kind of weather and in fact would make the finest kind of training roads in the early spring. It has frozen but twice so far this season and then not very hard, everything being as green as in Chicago in the middle of the summer. The party are comfortably located at the Caldwell House and go to the track on the dummy or in special carriages. They are in every sense of the word the guests of the cycling club, which is doing all in its power to make the trip an enjoyable one.

Atkins and his party had got most awfully sick of Nashville and a change was absolutely necessary to insure the success of the venture. Last week the weather was all that could have been asked for in that city. The sun shone every day, and when, on Friday, the track master at Cumberland finally, to every one's delight, succeeded in scraping off the inch and one-half of muck and turning out an ideal surface, all retired with happy hearts to their downy (?) couches. The air was then balmy and the stars shining brightly. But just before daylight the next morning it rained. On Wednesday of last week Mr. Atkins had, by the invitation of the Birmingham Cycling Club, journeyed to that city and found a track with all the necessary requisites and had fixed matters so that the men could be accommodated in a hurry if necessary, and so the record breakers migrated farther south.

#### Given a Cordial Reception.

Jay Ross may be thanked for the discovery of this place, for it was he who sent the delegation from here to Nashville to invite the party, and now Manager Atkins is kicking himself because he did not discover the new place sooner. A special dummy has been arranged for to carry the crowds to the track for the trials at 2 o'clock each day and complimentary tickets are being printed and distributed by the club. The entire trade is represented in the reception committee and all are more than anxious to see the boys succeed, as the cycling business here has received a black eye the last year and it is thought that the coming of these men may cause a revival of interest in the sport. There are from five to eight hundred riders in the city and riding is enjoyed the year round. The Birmingham Cycle Club has about sixty riders and is nicely located in comfortable club rooms. Records or no records these men will leave here next week Thursday week for Chicago, but it is reasonably certain now that their quest will come to a successful close before the end of the present week, when the men will spend a few days in establishing a list of unpaced records, which, as is well known, Mr. Gormully much favors. When the men came to this city they brought along the horses which they had trained to pace at Nashville.

#### Broke one of Bliss' Records.

SAN JOSE, CAL., Dec. 7.—One of Bliss' records was broken today by one of California's best riders, W. F. Edwards, who cut fifteen seconds off the mile record a short time ago. Without a pacemaker he did 100 yards from a standing start in :08 3-5, one-fifth of a second under Bliss' figures made at Nashville and three-fifths seconds faster than Johnson's, made at Independence.

All fools are not dead yet. A French racing man threatens to have his babe baptized on a bicycle.



## LATE ENGLISH NEWS.

LONDON, Dec. 2.—“The Leicestershire center of the National Cyclists' Union has withdrawn the license of A. W. Harris, of Leicester, the well-known racing man, on the ground that he is no longer a bona fide amateur. This decision was arrived at as a result of protracted meetings. The expiration of his license would have taken place, in the ordinary course, on December 31.” Such is the item published in a morning journal today. By next week I hope to have fuller particulars.

An attempt is being made by some prominent riders in the southwestern district of London to induce the London County Council to lay down a cycle track in Battersea Park. Support of the proposal is promised by the local county councilors and one of the arguments in favor of the scheme is that it will tend to suppress the road racing so common in the south. It is suggested to lay down a three-lap track in a well sheltered quarter of the park.

The match at Paris between Linton and S. F. Cody—in which the latter was to ride a horse—has been abandoned. When over for the show, Cody failed to fix up any competition at Herne Hill as he had hoped.

It is stated that the turnstile receipts at the late Stanley show exceeded last year's figures. Last Saturday, after I had closed my letter to you, N. E. Kauffman was publicly presented with the valuable championship belt he had won. Nick made a neat speech and then gave a final display of trick riding by himself—Doring and Brunner having departed for Germany, whither Kauffman himself started on Sunday evening, Leipzig being his destination.

After a series of vicissitudes unparalleled perhaps in the history of any cycle journal, the *Cycle Record* is dead. Its clever editor, R. L. Jefferson, has accepted a position on the *Wheeler*. W. S. Holding, of the *Wheeler*, I regret to hear, is still seriously ill, and it is expected he will be confined to his home for at least three months. Harry J. Swindley has resigned his position with the London & Northwestern Railway, in the estate department at Euston station, and will in future devote his whole attention to the London interests of the *Cyclist* and its proprietors—Messrs. Iliffe & Son. *Bicycling News* has not yet secured a new editor to fill the position just vacated by E. H. Godbold, who has come to London to edit, with R. J. McCreedy, the new journal, *The Cycle*, which will make its debut next Tuesday.

Harry Wheeler, from the States, is at the National show, and on the Raleigh stand, in addition to the fine exhibit of machines, visitors find a phonograph which he brought over with him, which enables them to listen to oral testimonials on the merits of the Raleigh from noted riders on your side.

C. W. HARTUNG.

## MILWAUKEE'S A. C. C. FORMED.

MILWAUKEE, WIS., Dec. 13.—At a meeting of representatives of local cycling clubs held last Thursday at the club rooms of the Mercury Club, an Association of Cycling Clubs of Milwaukee was organized. All the local clubs except the Comet Club, the smallest club in the city, were represented. As the meeting was called by G. Simmerling, president of the Mercury Club, it was only natural that he should preside. G. A. Walters, of the Bay View Wheelmen, acted as secretary. The delegates recommended that the clubs be represented in the association on a sliding scale, and that all road races should be controlled by the association. A committee was appointed of two delegates of each club to draft a constitution and by-laws. The committee is as follows: Milwaukee Wheelmen, H. P. Andrae and E. L. Holmes; Mercury Cycling Club, C. F. Kaiser and Gustav Simmerling; North Side Cycling Club, A. Bunke and G. Aussem; Bay View Wheelmen, F. W. James and G. W. Walters. This committee will meet at the club rooms of the Milwaukee Wheelmen to-morrow evening and form plans for the future of the association, which is to be on the same lines as that of the Chicago clubs.

The forming of the association will put the Waukesha-Milwaukee road race, formerly held under the auspices of the Milwaukee Wheelmen, under the control of the association. Had the association not been formed there would have been two races over this course. The North Side Club had arranged to run one in opposition to the Milwaukee Wheelmen, but the association will only sanction one race. Sunday racing will also be prohibited. The Waukesha-Milwaukee race next year will equal the Pullman road race it is hoped. The North Side Club has already donations promised of one piano and six high-grade wheels. These will be turned over to the association.

Just what will be done by the association has not been decided. However, it is likely that races will be held weekly or bi-weekly by the association. This season cycling was the only sport in Milwaukee. Next year the city will have a baseball club (Western Association), and it will be nip and tuck between the cycle crank and the baseball “fan.” However, the former has little to fear and will be given plenty of opportunity to see good racing.

The annual meeting of the North Side Club will be held on the second Tuesday in January. President G. Aussem and Secretary Louis Pierron will be re-elected, unless they refuse the position.

The Pennsylvania Bicycle Club, of Philadelphia, held its annual meeting for the election of officers for 1894 last week. There was a large attendance of members, and the following were elected to serve for next year: President, A. H. MacOwen; vice-president, G. F. Wiese; treasurer, John B. Young; secretary, W. S. Harper; assistant secretary, W. T. Collins; captain W. F. Kunzig; directors, H. J. Fowler, L. V. Clark, W. E. Buchanan; delegate to the Associated Cycling Clubs, A. H. MacOwen.

## Should be a Warning to Scorchers.

KANSAS CITY, MO., Dec. 11.—A club run was made to Waldo Park Sunday afternoon. On the way home some of the boys got mixed up in an accident that might have been attended with serious, if not fatal, results. Two trotting horses were being raced along the half-mile stretch on Troost avenue and several of the cyclists went after them. A buggy coming in the opposite direction turned into one of the racing vehicles with a crash that could be heard a mile away. Both buggies were badly wrecked and their occupants thrown to the ground. The wheelmen were immediately behind the trotter when the smash occurred and how they escaped is a miracle. A man named Tibbs ran into a telegraph pole in trying to get out of the way, but was not badly hurt. None of the others were injured.

The Kansas City Cyclists had a hard-time smoker on Saturday night. Invitations were issued—written on brown paper—calling the Ancient Order of Weary Wanderers to their annual “meating.” Nobody but those in full dress were admitted and there was a prize for the fullest dress. The Wanderers did not look particularly weary, but from their appearance they might have wandered round the earth without a change of clothes. There was plenty to eat, drink, and smoke, and a good entertainment, consisting of music, dancing, and recitations, was given. The affair was a great success and was enjoyed thoroughly by every one present.

## Fremont Cycling.

FREMONT, OHIO, Dec. 9.—Cycling has made a great advance in public favor the past year in Fremont and vicinity. The club at present has a membership of about seventy-five, two-thirds being active wheelmen. The following were elected officers for the season of '94: President, P. J. Gottron; vice president, Theo. Junch; treasurer, Wm. Gabel; secretary, Charles Davis; directors, O. L. Miller, S. Wolfe, I. M. Dryfoose. The club is in good hands, and we are looking into the season of '94 with renewed interest and zeal. Riders have been granted special licensed sidewalk privileges, and with our miles of pavements nothing better could be desired for the cyclist.

## Minnesota Division Board Meets.

MINNEAPOLIS, MINN., Dec. 10.—The annual meeting of the board of officers of the Minnesota division of the League of American Wheelmen was held yesterday afternoon at Temple Court. Retiring Chief Consul Choate presented his valedictory, and the incoming consul was inducted into office. The following committees were announced by Chief Consul Knowlton:

Rights and Privileges—H. E. Harris, Duluth; E. Keyser, Minneapolis; Edward S. Lees, Winona.

Highway Improvement—A. B. Choate, Minneapolis; F. L. Hoxie, St. Paul; C. A. Proctor, Minneapolis.

Racing—Collin Bell, Minneapolis; T. L. Bird, St. Paul; John I. Willson, Winona.

Transportation—E. S. Gregory, Winona; A. E. Holbrook, Minneapolis; W. G. Gallien, Waseca.

Minneapolis was decided upon as the place for the next wheelmen's meet, and the time was left for the racing committee to fix.

## Entries to the Six-Day Race.

Fourteen entries have been received to the six-day race at Madison Square Garden, December 24 to 30. The entries of some of the foreign long-distance cracks are daily expected. The track is now being built and will be open to the contestants for training December 19. The entries to date are: Dawson Fornwalt, Albert Schock, John S. Brooks, J. H. Barton, Albert Hosmer, Frank Fuller, C. W. Ashinger, A. S. Meixell, Peter Golden, Edward Reading, F. Forster, Wm. Martin, H. E. Bartholomew, Frank, Albert.

## Everything Lovely in Iowa.

CEDAR RAPIDS, IOWA, Dec. 12.—The officers of the Iowa division met in this city today. Chief Consul Beach and the secretary and treasurer read their reports, showing the organization to be in good shape. Oskaloosa was selected as the place of holding the next annual tournament.

A. V. Linton, one of England's long-distance men, has determined to become a professional and is preparing to make a raid on Europe.

Chairman Raymond has notified the riders who have entered the races of the Seventh Regiment, at New York, that they will be suspended if they ride, as no sanction has been granted.

A Frenchman who had his wheel stolen from in front of a cafe in which he was eating, sued the proprietor of the eating place for the value of his machine and was awarded \$30 damages.

Charron, the French racing man, nearly met Cassignard's fate the other day. He was horseback riding and the horse slipped and threw the cyclist. Luckily he alighted on his feet and thus escaped injury.

The Red Bank Cyclers, at one time the most prominent cycling organization in eastern New Jersey, have disbanded. Because of a factional fight, the club lost heavily on an entertainment it recently gave, and this caused the disbandment.

Mlle. Dutrioux, the pretty French record breaker, ran into M. Durand, who had her arrested. The judge sentenced her to six days in prison, a \$10 fine, and awarded M. Durand \$50 damages. The tears of the fair prisoner, however, melted the heart of the magistrate and he remitted the fine.



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GEO. K. BARRETT, EDITOR.

*Advertisers who have insisted on coming into the Christmas "Bearings" have compelled us to delay the issue until December 22. The body of the paper is off the press, and we can assure our readers that they will have nothing to complain of when they get it. It will be absolutely the finest thing ever attempted in cycling journalism. Our offer to receive subscriptions for one year, including the Christmas number, at \$2, holds good for the rest of this month. Single copies of the Christmas number, including eight colored plates, 25 cents; three or more copies, 20 cents each.*

## DENVER IN '94.

Denver, Asbury Park, and San Francisco are striving for the League meet of 1894, each claiming that she ought to get it, and advancing arguments to back the claims made. San Francisco is the latest in the field, having entered the fray last week. Her big Midwinter Fair is the lodestone by which she expects to draw the wheelman of the east to far-off California. Her representatives say that this should prove as great an attraction as the World's Fair, and that wheelmen would come to 'Frisco to see this where they wouldn't go to Denver or Asbury Park. The latter city puts forward the worm-eaten argument that she ought to get it because she is better located than the others, and that the wheeling world would come there because the railroad fares are cheaper and because it takes less time to reach the watering place than it does Denver. She says that the attendants at past League meets have been easterners and that the west has sent but few delegations. The nearness of Asbury Park to New York and Philadelphia is claimed to be an advantage; and as for hotel accommodations—why, if the wheelmen can not find a place to sleep they can take a train to either of the big cities and spend the night there.

Denver was the first in the field. At the Washington meet last year she filed her papers, and has been booming the meet ever since. Her representatives have been wideawake men, and "Denver in '94" has been the watchword among the cyclists of the Queen City of the Plains ever since. The beautiful scenery and fine roads of Colorado have gone a long ways toward making Denver a popular favorite. The new officers of the Colorado division are now girding up their loins preparatory to plunging into the fray, and they are prepared to answer all arguments.

The claim of the eastern rival that the west had the meet this year and that it should go east in '94 is ably answered by Denver's friends, who truly say that this year's meet was a World's Fair meet and also an international tournament, and that no city except Chicago could have handled it so successfully. People who went to Chicago went to see the Fair, and took the opportunity of killing two birds with one stone. The east has had the meets heretofore, and it is about time that the League members in the far west should be given an opportunity to attend the annual gathering of the L. A. W.

After carefully reviewing the claims of the three cities we are forced to confess that Denver has the best of the argument, and that she should be

given the plum. If her representatives keep up the noble fight they are making and bring their heavy artillery to bear upon the delegates to the National Assembly next February, they will undoubtedly get it.

We join in the cry: Hurrah for Denver in '94.

## INTERNATIONAL CYCLISTS' ASSOCIATION.

America, ably aided and abetted by Chicago, did all in her power to make the international meet of 1893 a success from an international standpoint, and it was through no fault of hers that it was not one. A fine track was built, valuable prizes offered, a large entry secured, and every little detail attended to. She then sat back and waited for the foreign associations to keep their promises and send on their representatives. The time drew near for the meet and still the foreigners showed but little interest in the tournament which was to decide the championship of the world. They had given their promises that they would send racing men to Chicago to meet our men for the blue ribbon, but the world knows how they all failed to keep their promise. Canada and South Africa, who is not a member of the International Cyclists' Association, were the only outside nations represented; and England, who was so enthusiastic at the start, made but a pretense of being represented.

The second annual meeting of the International Cyclists' Association was held in London recently and the foreign countries were poorly represented. America, for one, was absent and England and Germany ran things to suit themselves. Mr. Frans Neitcher, of the Dutch Cyclists' Union, was elected president and Henry Sturmey was re-elected secretary. It was decided to hold next year's meet at Brussels, if a track could be built that would be suitable for the purpose. The meeting attracted but little attention in the old country and, so far as we can learn, no other country made a bid for the meet.

When the I. C. A. was first formed there was a fine chance for such an organization and it looked as if the cycling world would at last be able to tell who the real champion of the world really was. But the failure of the foreigners to keep their promises spoiled this and it now looks as if the association will be a failure. That such a little country as Belgium should be the only one to want the meet does not speak well for the future of the I. C. A. If Mr. Sturmey and the others want to save their pet scheme they will have to take their coats off and pitch in and endeavor to make the '94 meet a howling success. America will heap coals of fire on their heads by sending a fine team across the pond next year to fight for the championship. Let us hope that the star spangled banner will not be disgraced.

## A MILE IN 1:51.

The most sanguine wheelmen who prophesied on the mile record of 1893 never came within five seconds of the correct figures. A flying mile in 1:51 and a standing mile in 1:54 4-5! Why, that is almost flying! The new figures made by Dirnberger and Bliss at Birmingham this week will rouse up our friends across the water and we may prepare to hear a few growls from the lion on the "inefficient timing in America." Poor old England! Her men had lowered the English mile record to nearly the two-minute mark and she was commencing to pat herself on the back and hope that soon she might be able to regain her lost prize. But the two little mid-gets in America have dashed all her hopes to the ground and placed the figure so low that the English will never come within shouting distance of it. It is to be regretted that the Racing Board has issued its ultimatum and refused to accept horse-paced records. Bliss and Dirnberger have made wonderful figures and should be given credit for their work on the books of the L. A. W. They have demonstrated that the time has passed when records can be broken with the aid of singles, tandems, triplets, and quadruplets and were forced to call upon the animal world for aid.

Let the Racing Board reconsider its decision and allow horse-paced records. If it doesn't, and allows the slower figures to stand, England will catch up to us and may pass us.

## STRAY SHOTS.

### An Accurate Timer.

An English electrical journal describes a new instrument for timing races, which has several good points. If it is as accurate as it is claimed to be it should be given a trial by some enterprising race-meet promoter. On the top of a cylindrical case, which incloses the mechanism, is fixed a horizontal dial, divided into sixty seconds, each second being divided into fifths. A smaller dial registers the minutes. An outer circle has a number of stops, numbered from one to sixty, which is used in starting for events in which the time system of handicapping is required. In connection with the "clocking" machine is an electric battery with bell attachments. This is fixed at the starting posts while the time recorder is placed at the winning post. In the handicapping various buttons are pressed down on the outer rim of the dial in accordance with the time adjustment predetermined for the starters, and starting from zero, the instant at which each man handicapped in a race



leaves the mark is accentuated by a bell, so that no mistake can occur in dispatching the field just as the handicapper had arranged. The circumference of the cylinder is divided into seconds and fifths, and it revolves within a cavity which contains a dozen inked points, which are electrically connected with the tapes at the winning end of the running tracks. The signal for starting is given by a loud-sounding electric bell at the starting post, and simultaneously the recording machine at the other end is brought into operation. The instant that the connection between the inked points and the tapes at the winning end of the track is broken, the point registers on the corresponding section of the revolving cylinder the time occupied in covering the ground, as well as the relative position of each competitor as he breasts the tape.

#### Banker's Hour Record.

In overhauling our desk the other day we ran across an old clipping from a New York paper, giving an account of A. C. Banker's record breaking in 1891. Banker is now one of the good old "has beens" and never thinks of roving these days, but is content to see his younger brothers follow in his footsteps. He was the first man in America to ride twenty miles in the hour on a safety. He had started for the ten-mile record and had ridden eight miles without pacemakers when he was urged to go for the hour record. He succeeded, and on the way established records from five miles up. The times look ridiculously slow when compared to those of the present day. The average scorcher who can not equal these records nowadays is not much of a rider. The times were as follows: 1 mile, 3 minutes; 2 miles, 5:50; 3 miles, 8:45; 4 miles, 11:45; 5 miles, 14:45; 6 miles, 17:45; 7 miles, 20:43; 8 miles, 23:45; 9 miles, 26:45; 10 miles, 29:50; 11 miles, 33 minutes; 12 miles, 36 minutes; 13 miles, 39 minutes; 14 miles, 41:55; 15 miles, 44:50; 16 miles, 47:45; 17 miles, 50:40; 18 miles, 53:35; 19 miles, 56:35; 20 miles, 59:30; 20 1/4 miles, in 1:17:00.

#### That's Good; Tell Us Another.

Fast tires are all very well when every wheel on a machine is shod with them, but when, say, the back wheel has a speedy tire and the front a slow one, the strain on the machine must be tremendous. A friend of ours, whose unimpeachable veracity is notorious, recently gave us an account of his experience of a ride on a machine with the above unequal arrangement of tires. He had not gone far when an ominous cracking was heard, and looking down at the frame he saw the enamel falling off in big pieces. Somewhat alarmed he jumped off, and then discovered that the tubes were telescoping, and the rear wheel was fast overtaking the front. A few moments' consideration determined the cause of the trouble—the rear tire was much faster than the front, and in its endeavors to advance at greater speed than the front tire was able, had brought about the collapse of the frame just described, says *Cycling*. We suppose that if the slow tire had been on the rear wheel the machine would have been pulled out like an extension ladder.

#### A New Cash Prize Organization.

Here is an interesting bit of gossip from the New York *Sun*: "From

present appearances bicycle racing for cash prizes will be continued in this city next season. It seems that Receiver Freedman, of Manhattan Field, and Manager Sanger, of the Madison Square Garden, have formed a combination to hold races of this nature, and will license riders themselves. They intend to hold twelve days of racing in the Garden this winter and twelve days at Manhattan Field next summer. They claim that sufficient inducements will be offered so that Zimmerman, Johnson, and the other cracks will join. This arrangement comes from the fact that the Philadelphia end of the National Cycling Association threatens not to grant licenses to those riders who compete in the coming six days' race at the Garden."

We can imagine Zimmerman *et al* giving up their amateur status for twenty-four days of racing.

#### How the Bicycle Affects Street-Car Traffic.

"The company has been putting more cars on its various lines," said a conductor on a tramway car this morning, says the *Denver Times*, "and though no new men are being employed, so far as I know, a hundred or so who have been barely existing on a few hours' work per week through the summer are now getting in full time. The reason given for this increase of service is the approach of winter weather, but the general public do not understand that the real cause is the fact that the bicycle is laid off for the winter. I understand that there are 6,000 wheels in this city, and I believe it is true. It is surprising what a difference there is in the street-car travel when a bad day comes so that the men and women who ride wheels have to patronize the cars. It is not an exaggeration to say that it makes from \$500 to \$1,000 difference in the daily receipts of the various lines in Denver."

#### Bear Ye One Another's Burdens.

In writing up the recent Cody-Meyer race, *Le Cycle* (a French paper) started out with the following glaring headlines: "Meyer, riding a safety of the house of Rudge (H. O. Duncan, manager), was beaten by Cody." Fearing a libel suit the writer of the article came out in a letter and claimed that the paper was liable. The editor consulted a lawyer, who told him that the writer of the article was liable. One of those exciting French duels is now pending.

#### San Francisco Wants the Meet.

San Francisco wheelmen, it is said, are about to make a systematic effort to get the '94 League meet. The Midwinter Fair, it is thought, will be a great attraction and ought to draw a large crowd.

#### A French Joke.

At the restaurant: "Zounds, waiter, this beefsteak is tough! Is it horse meat?" The waiter, in a confidential tone: "No, sir; the horse is out of the market; it is a safety."

If outside appearances count for anything, then *Cycling Life* will have a very "swell" Christmas number. The cover is one of the most beautiful things we have seen.

## "THEM CYCLIN' FELLERS."



Time wuz when I did hate ter see you cyclin' fellers go  
Pirouttin' 'long on wire wheels, an' all togged up fer show;  
But now ef you's to ask me what I thought erbout the  
sight,  
I guess I'd say, "Them cyclin' fellers is purty nigh all  
right!"

Las' spring it wuz, a year ago, one of you fellers come  
Ter kinder git a breathin' spell, an' see the kentry some.  
He wuz tired like, an' somehow, a stoppin' at our place,  
Thet cyclin' feller won our hearts with his bright and  
happy face.

I got ter like ter watch him, as he'd spin erlong the road  
Clos't by where I wuz plowin', er as I wuz goin' home.  
Ter see him stoppin' by the stile, waitin' fer Kate ter come  
Down from the schoolhouse on the hill, when her teachin  
work wuz done.

An' in the cool o' evenin', when it wuz growin' late,  
An' some whipp o' will down in the woods wuz callin' ter  
his mate,  
I us'ter love ter see 'em standin' by the garden gate  
A talkin' low and soft like, thet cyclin' feller an' Kate.

No, it 'twant the same old story, an' he didn't go away  
Leavin' broken hearts behind him like they does mos' ev'ry  
day.  
They're livin' up in your town now, an' soon es I kin go  
I shell travel up ter see 'em, an' take in thet ther big show.

Time wuz when I did hate ter see you cyclin' fellers go  
Pirouttin' 'long on wire wheels, an' all togged up fer show;  
But now ef you's to ask me what I thought erbout the  
sight,  
I guess I'd say, "Them cyclin' fellers is purty nigh all  
right."



## FRENCH PRESS CRY "FAKE."

**The Matches Between Cody and the Wheelmen Said to be Hippodromes—Exciting Indoor Racing.**

PARIS, Nov. 30.—There is quite a scarcity of cycling news just at present, as most of the interest is centered on the cycle shows in London, the trade and the riders anxiously awaiting revelations as to what will be "the" thing for '94—and they are in suspense still.

Owing to this scarcity of news, a number of cycling writers have engaged in a pleasant and daily exchange of sentiments regarding the recent matches between the famous S. F. Cody and various cyclers of note. The said pen-pushers have dubbed each other "the sorry lot" and the "gay lot," the former holding very strong views as to the undesirability of racing men allowing themselves to be engaged in such a business as these matches have been said to be, while the "gay" people contend that anything that will draw and interest an audience is for the good of the sport and ought to be encouraged. Even at the risk of being classified with a "sorry" label on, I will say that the latter claim did not seem justified by what was to be seen at these matches.

The first one, the Cody-Meyer contest, was a 12-hour race (three days, four hours a day); Meyer unpaced; Cody provided with ten horses, which he changed every two miles or so. While the attendance was undoubtedly large, owing to the novelty of the show, it seems doubtful that the sport was in any way benefited by it, as on one side it was known and acknowledged that one man, unpaced, even had he been the best fitted for that contest (which Meyer was *not*), could not hope to beat running horses taken in relays. On the other hand, the thing smelled so much of an advertisement for the machine and, bookmakers being in order around the horses, there was such a skepticism about the straight riding of the race, that any sporting interest must have come to nil before the end. Cody won by about eight miles.

This short of show having

### **Proved a Success from the Paying Side,**

another match was found to be necessary, and was arranged between Cody, and Fournier and Gaby on a tandem. There were some kicks from the press on the choice of the men, as it seemed at first strange to see men in good standing as riders lend a hand in the affair, and the tandemists' decision was much criticised. When the commercial side of the question was considered, from the riders' standpoint, it seemed a bad speculation, as the men had never ridden tandem together. Fournier was in the army, out of training, and Gaby was not a long-distance man by any means. Cody was to have six horses, and was expected to win. A large attendance was again drawn to the Seine track, and we again saw Cody polish his sea-green leather pants till they looked like varnished zinc; and the tandem crew, so chilled by the northeastern gale that they had to put a whole issue of the morning papers in their shoes to keep warm, struggle along at a weary pace against the cold, the wind, and a badly broken-down condition. Gaby kept up on champagne until his head swam, and he swore he saw a map of heaven on the white sweater of Fournier in front of him.

These two men—one of whom had been the hour champion and Cassignard's conqueror, and the other the fifty-kilometer tricycle champion and one of the best men of the year—had all they could do, apparently, to keep up a seventeen-mile gait on a fine track. This slow pace so perturbed the arrangements that Cody's horses were found too speedy and it is said that he had to "pull" them perceptibly to avoid infringing on the tandemists' lead. They finally won by about three miles. The outcry of "fake" was so strong in the press that the organizers thought it better to let the matter stand, and nothing came out of a third intended match between Cody and other cyclers. The whole affair was altogether distasteful from a cycling point of view, and it is much to be regretted that such men as Fournier and Gaby were concerned in it. Whatever may be the anxiety of the promoters of these matches to amuse the public, it is generally hoped they will find matter for amusement outside of cycling, so long as they intend to show it under such a light.

### **Poking Fun at Cody.**

An amusing parody of these matches was given at the opening of the Terront riding school near the Madeleine in Paris. The old champion has finally settled down here with his two brothers and they have fixed up a fine riding school with a 400-foot banked board track and every convenience for beginners. The opening was made the occasion of a festival and was largely attended. The feature of the evening was the sham tandem and hobby-horse match, where the tandem, a three-wheeled wooden concern, dating back to Sesostrius of Egypt, geared to about twelve inches with straight timber frame, highly ornamented with hieroglyphics and a beautiful geranium flower on its rear mud-guard, beat the hobby-horse by a lamp-bracket on the spurt, the last lap being timed as 4:11 3-5 and the tandemists nearly running over the banking in their excitement.

### **Indoor Racing.**

A more serious affair was the opening of the winter track, built in the Liberal Arts Palace of the '89 exhibition at the Champ de Mars. A board track, 333½ meters (about 1-5 mile) has been built, and looks speedy, except that the building being rather narrow the turns are very short and none but experienced riders feel safe on it. The straights are long and the surface good. A one-kilometer handicap was run in five series, won by Verheyen, scratch; Felletier, forty-five meters; Fossier, twenty meters; Depasse, twenty meters, and Kuhling, twenty-five meters, respectively. The final

resulted: Kuhling, first; Depasse, second; Fossier, third. Time, 1:29 4-5. The second race was a 2,000 meter scratch, in which the four heats went to Loste, Verheyen, Medinger, and Fossier; the old champion Medinger coming in first for the final; Loste, second; Fossier, third, and Verheyen, fourth. Time, 3:31 3-5.

A one-hour tandem race was run by J. Dubois-Kuhling, Fossier-Medinger, Fossier, Jr.-Goujon, Alderton-Delancey, and another team which sampled the surface on the first lap and wisely decided not to tackle the turns. J. Dubois-Kuhling won by one lap despite several mishaps, covering 34.333 kilometers in the hour; Medinger-Fossier second. Good sport is expected on this track through the winter, although no records will be attempted, the U. V. F. rules not sanctioning indoor records.

A. G. ROUX.

## **LAKE SIDE'S BALL A SUCCESS.**

CLEVELAND, OHIO, Dec. 11.—The much-talked-of annual ball of the Lakeside Club came off as scheduled on Tuesday evening last and was a grand affair. The rink was tastefully decorated with orange and black (club colors) bunting, and flowers and foliage plants in profusion. Suspended from the roof were numberless cages of feathered songsters that added charm to the beautiful scene. Fully three hundred couples took part in the grand march. To the committee in charge, great credit is due for the marked success of the affair. The programme consisted of a sheepskin parchment, cover hand-painted and gilded, and is much prized as a souvenir of the occasion.

Tuesday night will probably wind up the affairs of the Cleveland Wheel Club, and all the effects of the old club will be turned over to the new one—the Cleveland Wheel Club Co. The new organization starts out with bright prospects and will no doubt maintain the reputation of its predecessor as the leading cycling club of Ohio. With the birth of the new club, "Pop" Skinkle will retire from active club life by severing his connection with the club. Mr. Skinkle has been at the head of the C. W. C. for three successive years and has been a hard worker for its good, but things have turned up lately that have caused no end of unpleasantness, and his retirement is the result.

The Lakesides are making arrangements for a grand home concert to take place early in January.

Thursday evening December 21 is the date of the next party to be given by the C. W. C. at their clubhouse.

The first ladies' night at the C. W. C. house occurred on Friday evening last and was a decided success. About fifty couples were in attendance and spent the evening in social enjoyment. These events will be of monthly occurrence.

The "Nine Spots," the C. W. C. football team, under the able management of Capt. "Andy" Titus, played and defeated a scrub team, organized by George Collister, in the ball-room of the C. W. C. on Saturday evening last. No bones were broken, though the floor got some hard knocks and there were some very stiff human frames Sunday morning. A game with the "Crescents," a South Side team, is scheduled for Saturday evening next.

At the last meeting of the C. W. C. the following named members were elected as L. A. W. representatives for the ensuing year, receiving the largest number of votes in the order named: W. H. Chubb, W. F. Sayle, W. J. Henley, B. E. Carpenter, C. G. Merrills, B. J. Hamm, and W. H. Boardman.

J. S. Johnson is now training for a skating race with Harry Hulse, the Canadian crack.

Many of the cycling writers are abandoning their noms de plume. Frank Egan, O. S. Bunnell, and R. H. Kain are the latest.

The Dayton (Ohio) Bicycle Club members recently held a tramp convention. The mayor and chief of police participated in the fun.

'Arry Leeming is at present in England and is astonishing his countrymen with tales of American racing. The old trainer went over in the same boat with Joseph Chamberlain and several other notables.

The Deutscher Radfahrer Bund has a membership of 29,000, and the Allgemeiner Radfahrer Gesellschaft von Deutschland claims one of 20,000. They evidently go in for good long names for cycling organizations in Germany.

The much-talked-of run between J. Alexandre, on horses, and C. W. Ashinger, on a bicycle, Saturday night, at Madison Square Garden, was a miserable failure. The horseman was unable to keep his seat and fell twice. After several laps the race was called off, much to the disappointment of the large audience.

An Austrian cyclist, arrested for scorching, escaped punishment because the judge before whom he was brought was a sensible man. Each and every Austrian is compelled to carry a small number on the wheel and the policeman who made the arrest swore that he read the number as the scorcher passed. The judge held that the speed could not have been great, else the officer could not have seen the tag.

Frenchmen are always looking for something original in the way of racing. The latest scheme proposed would scare the average American racing man. The machines will be taken apart and placed in front of the starters, and at a given signal they are to put the wheels together, mount and ride 1,600 feet, the first man to cross the tape being the winner. We would call it a repair men's race in this country.





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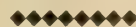
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**The Hartford Cycle Co.**

HARTFORD, CONN.



## FOR SWEET CHARITY'S SAKE.

The Cincinnati Wheelmen Score a Big Success with "Bicycysto"  
—Proceeds to Help the Unemployed.

After weeks of rehearsals and hard study the Cincinnati wheelmen successfully staged their pantomime, "Bicycysto," Monday week and it met with instant favor. This play has been talked of all over the United States and the cycling enthusiasts of Poormanville have been anxiously awaiting its production. A large audience filled the Music Hall to overflowing and encores were frequent. The characters represented were gnomes, brownies, mortals, court ladies, courtiers, trick riders, nurse girls, German band, and Mid-way Plaisance freaks. A real bicycle race was run on the stage. The plot, if it can be called such, is as follows:



THE COWBOYS.

While the wheel is being inspected Cycleteen, queen of the fairies (Miss Winifrede Hunt), enters with her escort of brownies; she is shown the wheel intended for her. But apparently it does not suit her majesty. She indicates her intention to exercise her powers of magic and cause the creation of a wheel suited to her requirements, whereupon a magnificent nickel-plated bicycle appears. All inspect it, and are rejoiced to see how gracefully the queen mounts and manipulates it. Cycleteen conveys to them the information that the demons have been annoying some of her favored mortals, and calls upon the gnomes and brownies to accompany her throughout her realm, which they do, riding around the track several times.

Immediately after the queen and her escort leave their rock home, Punctiremon, the arch demon, enters and discovers their work. He summons his satellites. They go to the rockies. They discover Cycleteen. She flees; they capture her. Bikome and Magoozulum entreat for mercy, but by command of Punctiremon are driven into Cyclesheol to be devoured by Cyclo-



THE HERALDS.



SOME OF THE CHARACTERS.

pus. Following is excitement and consternation in the forces against the queen, and an apparent nervy panic seizes the bicyclists and a great furore prevails.

In the shadowgraph Drew Hanauer, as a salesman, teaches Mercury to ride a bicycle and is induced to accompany him to Mt. Olympus to try to sell Jupiter a wheel for Mercury's use. On his arrival at the home of the gods he becomes smitten with the charms of Aphrodite, forgets the object of his mission and persuades the goddess to elope with him. Immediately

after their sudden arrival on earth he teaches her to ride. Miss Winifrede Hunt, the queen, in her fairy car, glided as a silvery arrow on her silver-plated wheel amid almost unceasing cheers from all parts of the



BIKOME, CYCLETEEN, AND GNOMES.

hall. Ed. Croninger, as Bikome, on his gold-plated machine, called out tremendous applause. Princess, Miss Reola Love, mounted on a white enameled bicycle, rode gracefully around the track accompanied by two pages.

## GOTHAM NEWS.

NEW YORK, Dec. 12.—A letter to the writer from Harry C. Wheeler states that he arrived in Liverpool the afternoon of November 21, where he was met by Mr. Stonier, of *British Sport*, who kindly assisted him through the customs, and saw him on the train for Nottingham. Here he was met by Mr. Bowden. He leaves for London in a few days, and then goes to Paris, as he expects to race there in February, if in good fettle.

Harry says that it is reported that Linton, the long-distance rider, is about to turn professional, as also is Edwards. Many of the English riders are to be refused licenses the coming season, and if such is the case there will be undoubtedly a few more out and out "pros" in the field.

One of Germany's champions, Fred Forester, of Bavaria, is in town and working hard on the home trainer at the Liberty's up-town store. He is entered in the coming six-day race. This will be his first professional



THE TOURNAMENT.

attempt. He was prominent on the path all over Europe last season, and claims to have won 179 first prizes in 1893. He also aspires to trick-riding honors, and met Kauffman at this game early in the season. Forester is about thirty years of age, well built, and looks like a stayer.

A special meeting of the Kings County Wheelmen, of Brooklyn, was called for December 6 for the purpose of considering a scheme relative to building a new clubhouse. The committee's circular was responded to by barely a corporal's guard, and they were the regular frequenters of the club, who had already pledged themselves to support the committee with both funds and labor. This lack of interest by the general members made the meeting a flat failure. It is quite evident that the K. C. W. needs stirring up and a little of the dead wood of years ago removed.

Waller and Tom Roe are the latest entries in the six-day race. Both think the leaders will have to do over 1,800 miles to beat them.





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## WON BY DENVER.

The Western City Wins the '94 Meet Plum from Asbury Park—A Football Game Decides it—But 'Twas All a Dream.

DENVER, COLO., Dec. 11.—The frame of mind in which a man awakes from his last doze of the night; that final delicious nap of the early morning, from which he "breaks away" with such deep reluctance, is apt to affect his general demeanor for the balance of the day, at least.

It is said that dreams go by contraries; but whether that be false or true, the gratifying recollections of one of those recent "delicious last naps" have kept me in the most amiable of moods for four days, though the unwelcome awakening was the result of some rather heroic treatment. The dull rumbling of the milkman's cart, combined with the subdued snarling of the house dog, aroused me from a troubled sleep,—on the occasion in question,—and I sat bolt upright in bed, muttering some uncomplimentary words about the human race in general and early-rising milkmen in particular; then I looked at my watch and again buried myself in the comfortable pillows, overwhelmed with a sense of deepest gratitude upon learning that there were still a full thirty minutes in which to satisfy my longing for another period of sweet repose.

In five of those precious minutes I was again paying a visit to dream land, and found myself standing in the midst of an immense inclosure, which gradually assumed the appearance of a football field. There were the grand stands and "bleachers," peopled with their thousands of human beings. There were the unmistakable white, parallel lines, bounded on either side by the goal posts. All was perfect except the most important feature—the players were wanting. At last there came a deafening shout, which echoed and re-echoed from hill to hill, and I beheld a dozen stalwart young men advancing toward the field of battle, the foremost among them bearing a silken banner upon which appeared the single word "Denver." Then of a sudden, by some inexplicable trick of the dream goddess, I found myself in their midst, ready to do or die.

We "lined up," ready for the fray, when our opponents appeared upon the scene, and waving gayly above their heads I saw a second banner, an exact duplicate of the one carried by the opposing forces, except that it bore the inscription, "Asbury Park," and from the hand of him who waved the shining emblem aloft, there fell with a dull and sickening thud the ball, the little insignificant scrap of leather for which we were about to fight like demons; and as that ball was tossed carelessly toward the center of the field the truth of the affair flashed upon my feverish brain, for across the leathern sphere appeared in bright golden letters these words: "The meet of '94." All was plain to me then. We were to decide the vexatious question on the football field as to which should get that meet. "Comparisons are odious," but I could not refrain from making a hasty note of the striking contrast between those two phalanxes of human flesh and bones. On the one side stood the firm, manly, sturdy line of invincible westerners, face to face with a line of sickly, hollow-chested men, whom, it occurred to me, had grown aged, while yet young, from long residence in the damp, clammy atmosphere of the Jersey lowlands. I heard our captain say, "Boys, it's dead easy. We've got a snap, and the game is ours."

The next thing I knew we were in a heap, an indiscriminate mass of legs, arms, and heads; but for only a moment; again we were up, and the ball slowly moving toward Asbury's goal, forged ahead by a mighty, irresistible power. Back and forth that mighty throng swayed for what seemed to me ages, when finally the coveted ball fell into my hands. I ran as I had never run before, slipped, dodged, fell, regained my feet, then ran again. I was just in the act of crossing the longed-for goal, with the cry of "victory" on my lips, when down I fell, with twenty-one men on my chest, pushing, urging me forward, and one man pulling me over the line by the hair.

Then I heard a mighty shout which rent the air and seemed to make the very ground beneath me shake. I heard hoarse screams, of "Denver," "Victory," "We have it," but still that terrible tugging at my hair. Why, I wondered, do they still hold me down and pull me farther across the longed-for goal when victory is already ours. I tugged, kicked, and groaned; then with one superhuman effort I awoke, and found my young hopeful astride my chest, laughing in my face, playing horse with my head, while in childish glee he was using my cherished football locks as the reins. My head is still sore, but I bear no ill will against that innocent child, for did he not struggle manfully until he had succeeded in pulling me and the priceless prize over the line and won the victory?

Negotiations between the Denver Cyclists' Union and the Broadway Athletic Park people for the building of a three-lap cinder track have been completed, and the contracts will be signed and the deal closed some time this week, when work on the track will be commenced so as to give it ample time to settle before spring.

The Colorado division will probably have an opportunity in the near future to show the "doubting Thomases" what they get for the money expended in L. A. W. dues. Our city fathers, solicitous for the financial welfare (?) of the town, have about decided to compel all wheelmen to pay an annual license on their mounts, which sum rumor places at \$5.

Seven thousand wheels at \$5 is \$35,000 per annum, a neat little sum, which might (mind you, *might*) be used by faithful aldermen and ward politicians to feather their nests. These anxious guardians of the public funds will find they have bitten off more than they can comfortably masticate, for the division has promised to contest the ordinance, if passed, though it be compelled to take the case to the highest tribunal in the land in order to prove its unconstitutionality. "BELMONT."

### An American Tricyclist.

Tricycles are not very popular in America. It is strange, too, for it is an easy-running machine and suitable for young as well as old men. Perhaps it is because very few

have been sent to this country since the pneumatic tire came into fashion. And then again, your average scorcher thinks it looks effeminate to be seen on one of the three-wheelers. Bidlake's splendid ride in the Cuca 24-hour race did this type of machine a world of good. It has remained for a Chicagoan to give one of them a fair trial. Amos G. Moore, an inventive member of the Chicago Century Wheelmen, fitted up his Fow-

ler with two extra wheels and has become an expert tricyclist. He is able to get quite a little speed out of the machine, and says that he wouldn't be without it on a slippery pavement. He rides to and from work on it, and can ride through the busiest streets.

By means of his attachment he can convert a safety into a tricycle in five minutes. This attachment consists of a bridge and axle similar to that which is used on Perry's machines. Two twenty-six-inch wheels are used. On the bridge are two lugs fitting exactly the rear fork ends, and are fastened by means of bolts. The chain adjustment is the same as on a bicycle. Moore is a hardy road rider and has ridden about fifteen centuries. He went on a trip over the famous De Soto hills and surprised the St. Louis riders by climbing every hill. He intends to ride a century on the tricycle. The Hill company will build him a thirty-pound machine next year.

### Watts Will Not Run for the Vice-Presidency.

W. W. Watts, ex-chief consul of Kentucky, will in all probability refuse to allow his friends to push him for the office of first vice-president of the League. Mr. Watts, it is said, was practically assured of the election, but can not afford to neglect his business duties.

Brussels is building a track for the exclusive use of female racers.





### Superior Train Service to Pittsburgh.

The Baltimore & Ohio Railroad offers the public the most convenient train service between Chicago and Pittsburgh. The route is via Akron, Ravenna, Warren, and Youngstown, Ohio. Two solid trains are run every day, both carrying day coaches and new vestibuled sleeping cars through without change.

The Pittsburgh express leaves Chicago at 3:00 P. M., and arrives Pittsburgh the next morning at 7:05. The vestibule limited leaves Chicago at 7:30 P. M. and arrives at Pittsburgh the next morning at 11:10. The vestibule limited also carries a Pullman sleeper to Cleveland, via Akron, arriving at Cleveland at 8:00 A. M.

All B. & O. trains depart from the Grand Central Passenger Station, corner Fifth Avenue and Harrison street, Chicago, the finest and most commodious station in America.

CHAS. O. SCULL,  
General Passenger Agent, B. & O. R. R.

Nick Kauffman won the trick-riding contest at the Stanley show, defeating Doring and Brunner by a large margin.

*Sports Afield*, Denver's monthly sporting magazine, has removed from Denver to Chicago, and is now located at 1,209 Pontiac Building.

Several American firms were represented at the Stanley show, among whom was the Red Star Mfg. Co., of New York. *Cycling*, in its last issue, speaking of the exhibit says, "A very tastily arranged stall was under the management of the Red Star Mfg. Co. A large quantity of the Red Star solid lubricant was shown with an equally large quantity of the Red Star solid illuminant. The former is warranted not to gum in the bearings, while a better light could not be desired than that which issued from some of the lamps supplied with the illuminant."

### HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.

GEO. W. HEARTLEY, TOLEDO, OHIO.

### Manufacturer of Cycle-Making Machinery and Tools.

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels PUNCHES, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Trueing Machines; Rim Sizing and Trueing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.

# New Howes New Howes

See our New Designs and Novelties at Madison Square Garden Cycle Show before ordering your mount for 1894.

Agents Wanted where the Company is not Already Represented.

Agent:

AMOS SHIRLEY, 978 Eighth Avenue,  
NEW YORK.

American Representative:

HENRY H. THOMSON, Address pro tem, 978 8th Ave.,  
NEW YORK.

MENTION THE BEARINGS

# "THE TOURIST."

**W**E beg to announce that all rights to the manufacture and sale of this famous wheel, formerly owned by the Geo. R. Bidwell Cycle Co., are now the exclusive property of the undersigned.

Full particulars regarding the **1894 TOURIST** will be duly announced.

**WE HAVE A FULL LINE OF TOURIST PARTS, AND ORDERS  
FOR THEM WILL RECEIVE PROMPT ATTENTION.**

## BIDWELL-TINKHAM CYCLE CO

306-308-310 WEST 59TH STREET, NEW YORK CITY.

MENTION THE BEARINGS





...THEY HANG TOGETHER...

## Those Fowler Wheels.

"They're Built That Way."

Some Food for Thought:

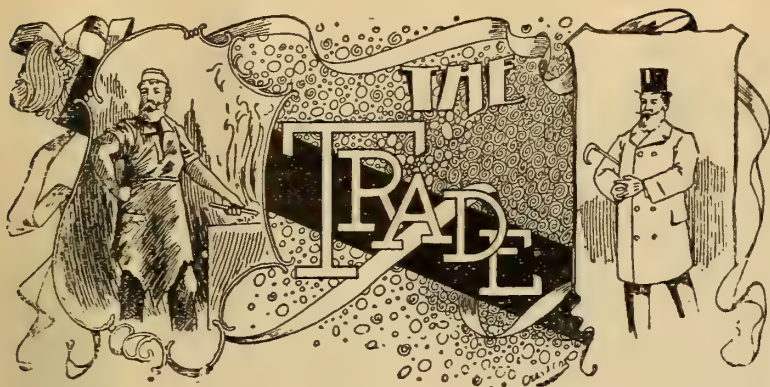
- P. VON BOECKMAN, Austin, Texas, weight 185 pounds; champion amateur heavy-weight lifter United States; 1,300 miles; never touched a nut; nothing wrong; no dust or dirt in bearings.
- THEO. GRIBI, mechanical expert, Chicago, entirely satisfied every way; perfectly dust-proof bearings; truss frame far ahead of any; takes it to Europe next year.
- A. A. HANSON, St. Paul, Minn., 8,114 miles on a Fowler; sixteen centuries; state record for century and double century; 6,000 miles without tightening a nut or cleaning a bearing. The Fowler hasn't an equal on earth.
- H. R. WARREN, captain Kansas City Cyclists; excellent satisfaction; bearings as nearly perfect as can be made; strongest frame; many wonderfully severe tests, but the Fowler has no weak points.
- B. A. BARBER, Worcester, Mass., weight 225 pounds; perfect satisfaction; thorough test; nothing gave way; superior to any wheel; heartily recommend it to all intending purchasers.
- SIG PETERSON, Omaha, Neb., weight 203 pounds; 4,000 miles; never a break or accident; had four high-grade wheels; nothing like the Fowler; never have to make adjustments.
- WALTER S. MAHER, Attorney, Chicago; 2,500 miles; not a cent for repairs; never touched a nut or tightened a bearing; all kinds and conditions of roads; a wonderful wheel the Fowler; if you doubt it, come and see the wheel.
- C. C. DAVIDSON, Boston, weight 237 pounds; weight of wheel, thirty-two pounds; hardest of tests; ridden over roads in Canada considered impassable; wheel without a scratch; bearings perfection; dust-proof; finest wheel of them all.
- JACKSONVILLE, FLA., "TIMES UNION": The Fowler was a great success this year, and on it were won a large number of events, more than on any other make of wheel where no fast riders were hired to use them. ("They're onto you, World's Record hired pedal pushers.")
- "SPORTS AFIELD," Denver: With its truss frame and many excellent points, one can not make a mistake in buying a Fowler.
- W. H. HUNT, expert machinist, Syracuse, N. Y., 800-mile run in Canada; no dust or dirt in bearings; not even a nut loose; wheel all you advertise.
- "THE SOUTHERN SPORTSMAN," Atlanta, Ga.: A very fine wheel. One of the most beautiful bicycles which we have ever examined was shown us by a friend recently. It was a Fowler, made by the Hill Cycle Mfg. Co. We do not wonder that it is a winner. Such perfection of symmetry and beauty is obliged to have both speed and strength. Other wheels are beautiful and strong, but it seemed to us that in the building of this particular machine, mechanical skill was complete in making it a perfect wheel.
- EVERETT, MASS., "NEWS": It is apparent that the Fowler is the result of all that is best in cycle building; even in the smallest detail it shows science and skillful workmanship.

*Agents make money on the Fowler, because the wheel is as we represent.*  
AGENTS, HOW ABOUT '94?

HILL CYCLE MFG. CO., 142-148 W. Washington St., CHICAGO.







The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

### THE JOHN GRIFFITHS CO.

The John Griffiths Cycle Corporation Ltd. has at last relieved us of our suspense and has let the world into its secrets to a certain extent. The prospectus of the company has just been made public in England and if its plans can be carried out should be a huge success. The company has been formed with a capital of no less than £200,000, divided into 200,000 £1 shares, the present issue being 175,000. Its object is to acquire many agencies of many leading manufacturers, and to establish a powerful concern for the sale of cycles generally all over the world. Various agencies of the following well-known firms have been acquired: Bayliss, Thomas & Co., Coventry Machinists' Co., Humber & Co., Premier Cycle Co., Raleigh Cycle Co., Referee Cycle Co., Singer & Co., Sparkbrook Mfg. Co., St. George's Engineering Co., Trent Cycle Co., Triumph Cycle Co., Whitworth Cycle Co., Sharratt & Lisle, Humber, Cripps & Goddard, E. J. West, Calcott Bros., John Marston, Fulwell Cycle Co. The cycle agency departments of the Pneumatic Tire Co., the Dunlop Cycle Co., Messrs. Jennings & Co., Glasgow, and many others, at home and abroad, have also been acquired. No such concern has ever been attempted before, and its career will be watched with interest. At present, cycle agencies generally are having a rough time, and however cleverly managed can never yield 300 per cent. dividends. The directors of the new concern are: Messrs. John Griffiths, George Metcalfe, A. James Ducros, Frederick Jennings, and Robert Watson. The company has already a formidable list of names of prominent English firms, many of which are represented in this country. No American manufacturers have joined the trust—if it can be called such—and it looks as if the giant corporation would have an extremely hard time in securing such a foothold in this country as to enable it to be a ruling power in the "land of the free and the home of the brave."

### NEW COMPANY, NEW TIRE, NEW VALVE.

Last summer the good people of Passaic, N. J., were mystified by the laying of the foundations of what appeared to be a mammoth factory. As the buildings grew in height the curiosity of the good people increased but at last they were made happy with the knowledge that their town was to be benefited by the addition of a new and important manufacturing industry.

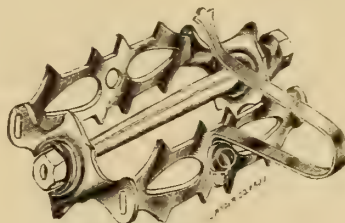
On October 30, 1893, the Manhattan Rubber Mfg. Co. was incorporated with the following officers: Frank Cazenove Jones, president; A. F. Townsend, secretary and treasurer; and George Woffenden, superintendent. President Jones and Superintendent Woffenden are men of wide experience in the rubber business and are known everywhere in the trade. Mr. Townsend received his education in one of the oldest rubber factories in this country and has for years managed the sales department of one of the largest houses in the United States. Associated with the company is Elliott Burris, well known in the cycle trade of this country and Europe. At the New York show he will exhibit his new tire. This is something entirely novel in the tire line. When he announced some time ago that he had a tire that was detachable and at the same time was not cemented to the rim, was not laced, had no mechanical fastening, and was not held in place by inflation, people wondered and doubted. An optical demonstration has convinced us that this is a fact, nevertheless.

The tire is extremely simple and has been named "Simplicity No. 47." The inner diameter of the rim is increased after the cover is put on by springing under the edges of the cover an elastic rubber circle which fills the place between the bottom of the rim and the bottom edges of the cover, forming a cushion bearing for the cover and securing it in the rim as firmly as if bolted and riveted. The operation is so very easily and quickly done that to be entirely appreciated the tire must have been seen. Though its principle of construction is new to the trade, it appeals on sight to every practical man as being correct, and it has been proven by exhaustive tests that it will not rock or roll or creep in the rim, nor will any one of its parts chafe or wear against another. There can be no pinching of the air tube, no blowing off of the cover, consequently no explosions. It is light, strong, safe, and secure, and Mr. Burris claims it is as fast as any tire in the world. A feature that will be appreciated by all, is that the covers are inter-

changeable. A 1 1-2, a 1 3-4, or a 2 inch cover can be put on the same rim, and the different covers can be changed in almost as short a time as it takes to tell about it. The valve which goes with the tire is new and as near perfect as it is possible to get a valve.

The company has every facility for turning the tires out rapidly and purchasers can depend on getting their orders promptly filled. Julius Kahn will soon go on the road for the concern and will visit the trade, by whom he is well known.

### Rankin's New Toe Clip.



THE RANKIN TOE CLIP.

The '94 toe clip made by W. G. Rankin & Co., of Providence, R. I., has been improved somewhat. The hole in the clip through which the bolt passes to fasten to the pedal is an elongated slot which allows the clip to be lowered or raised as may be required.

### Four More Chicagoans Gone.

Robert W. Slusser, late of the defunct Century Cycle Mfg. Co., has accepted an offer from the A. F. Shapleigh Hardware Co., of St. Louis, to take charge of their bicycle department. This firm have been in the hardware business for fifty-one years, and are a wealthy concern. This year they have taken up bicycles, and will push the line of wheels made by the Syracuse Cycle Co. They have contracted for 2,000 of these machines, and needing a man of experience they engaged Mr. Slusser, who is fully competent to fill the position with credit to himself and to the Shapleigh company.

W. C. Anderson, late of A. G. Spalding & Bros., has signed a contract with the Hartford Cycle Co. He left Chicago for Hartford last Sunday. Territory has not yet been assigned Mr. Anderson. If he does as well with the Hartford people as he has with his former employers they will have no cause to complain. Anderson is a hustler and knows how to sell wheels.

A. L. Collins, who was connected with the Taylor Cycle Co., Chicago, until it was forced to the wall, has accepted a position as manager of the C. F. Guyon Co. Ltd., of New York. This concern have the exclusive agency for two of the best wheels made in this country, and expect to do a large business next year.

H. F. Howard, who has spent some time in the employ of Chicago's firms, has joined the Pope Mfg. Co.'s forces, and is now at Hartford getting points on the '94 machines. Mr. Howard will represent the Columbia on the road. He has had considerable experience selling wheels, and has represented Ames & Frost, Taylor Cycle Co., and Montgomery Ward & Co. on the road.

### The Zimmerman Saddle.



The Zimmerman Racer.

The Garford Mfg. Co. are turning out a saddle for next year that will be named after the champion. Vice-President Follansbee is pleased at the state of trade, and says that large numbers of orders have been received for '94 goods. The Garford saddle is now one of the leaders, and is known from the Atlantic to the Pacific as an A1 article.

### Philadelphia's Prospects Bright.

PHILADELPHIA, PA., Dec. 11.—The prospects of a successful show here are brighter at the present writing than ever before. There is now no doubt but that the trade have recognized the importance of the National show, and feel that the good effects of exhibiting there will more than repay them for their trouble and expense. During the past week several new firms have taken space, and others are corresponding with the committee with that end in view. The great hue and cry that has been raised about the expense attached to exhibiting at more than one show is considered as the least reason for manufacturers not taking space. With the great advantages of Philadelphia as a terminal center, and that city being equal in every sense with any other in general facilities, there can be no question as to the economy attached to that exhibition. If for no other reason than the great number of wheelmen in Philadelphia, a show there would be profitable to the exhibitors. In conversation with one local firm it was learned that the sale of no less than thirty wheels was directly traced to the influence of the last exhibition. The impetus that has always been given the local trade has been a strong argument with the manufacturers, for it is generally considered that Philadelphia is the greatest retail center in the country.

Sid Black and Charles G. Kilpatrick have been engaged to do trick riding each afternoon and evening during the show.

The Union Cycle Mfg. Co. have secured additional space at the Philadelphia show. The exhibit this company intends making will be the largest and finest ever attempted.

The Fenton Metallic Mfg. Co., of Jamestown, N. Y., will be found at Space 95 at the New York Show.



## NATIONAL SHOW IS ON.

**The Crystal Palace Cycle Exhibit Opens Quietly—Large Number of Machines Shown—Some of the Improvements.**

LONDON, Dec. 2.—Close upon the heels of the Stanley show has come its rival and successor, but six days elapsing between the close of one and the commencement of the other. The great excitement this year has been derived from the intensity of the struggle between the two factions, the conflict partaking of the nature of a duel *a l'outrance*. It is unnecessary for me to enter into an account of the origin of the trouble, or to give any sort of history of previous events. Let it be sufficient for me to say that the gauntlet was thrown down and as readily taken up. The second of the shows, therefore, the National, as it is self named, opened yesterday at the Crystal Palace. It was only natural that I should unconsciously compare it with its rival, and candidly I think that the rival bears the palm. True, there may be at this exhibition more machines, but there seems to me to be less variety; the sum total is made up of big contingents from the chief supporters of the movement. Humber, St. George's Engineering Co., and the Coventry Machinists' Co. between them coming up with about 150 mounts. Now, to my idea in an exhibition of this kind, where space is an object, there is really no sense in transferring the whole of your showroom. Surely a single specimen of each type of machine would be sufficient for all show purposes. In spite of most strenuous endeavors and a system of boycotting which was reduced to a fine art, there are only 256 exhibitors, about two-thirds of the number at the Stanley show. On the other hand, I must admit that the 256 contain many firms of world-wide reputation. Humber, Singer, the Raleigh Co., and the Coventry Machinists' Co. are names that have more than a mere local celebrity. Thus the show becomes one of extreme importance, and the mere fact of few exhibitors is not sufficient to damn it in the eyes of the cycling world.

From a spectacular point of view the

**Crystal Palace Suffers in Comparison** to the Agricultural Hall. A long, straggling, narrow promenade is the only available accommodation, so that unlike the Islington Hall, at no point can you get a comprehensive view of the display. The stands are neat, but very quiet; there

is not that variety which gave such life to the Stanley. In fact I heard one prominent critic, with some degree of truth, describe the difference between the Stanley and National shows as a contrast of life and death. At the former there were briskness and vitality, enthusiasm and warmth. At the latter one is forced into a feeling of indifference, listlessness, apathy, coldness, and all the other kindred sensations. It is too early yet to tell whether much business will be done; there was very little about on the opening night that I can vouch for. But everything comes to those who know how to wait.

From a technical point of view there is very little to notice. There doesn't seem to be the straining after originality one saw at the Stanley show. The tendency here seems to be more in the direction of fixity of pattern and uniformity of design. Novelties are conspicuous by their absence; there is no inventor's section, for the committee of the National show can afford, of course, to despise the day of small things. There is such a sameness about everything that I verily believe that if an unprincipled journalist were to take a report of the Stanley show and simply alter the exhibitors' names, there would be some difficulty in detecting his fraud. The large tubing, the Humber frame, the increased attention given to the ladies' safety and the safety tandem,

### **The Practical Extinction of the Front Driver,**

these were all features of the Stanley show; we see them again at the Crystal Palace. There is a deadly monotony about it all, and the unlucky press men who are obliged to conscientiously examine everything, seem now to be moral and physical wrecks. Humber & Co. have the central

position, but have not turned their advantage to account over much. There is none of the fanciful erection or picture gallery effect that the Whitworth company went in for, but a huge collection of medals and cups make a handsome show. The most enterprising exhibitors are the Raleigh company and the Dunlop company. In connection with the stand of the former firm there is a phonograph from which the voice of Zimmerman is heard speaking words of wisdom.

A portrait gallery of English, American, and foreign racing celebrities is also shown, as well as an array of medals and prizes won by Zimmerman, including the Indianapolis gold cup.

The Dunlop company has a large exhibit at which is shown the identical pair of wheels fitted up with the first tires, by Mr. Dunlop himself. The Coventry Machinists' Co. has an imposing collection of exhibits at Stand 46. By the aid of tall palms a fine finish is given, while the fifty-four machines, carefully arranged, form as comprehensive a lot as any one could wish to find.

I said that there was very little departure from orthodoxy this year. Attention has however been paid to details in the hope of reaching that perfection which many think is still far from attainment. Humber & Co. have a number of improvements which they have introduced into their '94 machines. Among these should be mentioned the registered skeleton fork crown; the

patent chain adjustment by means of swinging back stays, which allow the rider's weight to be borne directly on the axle of the driving-wheel and enables the back fork ends to be made much lighter; the spoon brake with a rubber shoe which can be renewed when necessary at a small cost; the semi-tangent arrangement of spoking for the driving-wheels, the spokes on the chain side being tangent, the other side having the ordinary direct. In the last named improvement the system gives great strength and rigidity to the part most subject to the strain, at the same time producing a lighter hub. There are a number of other details of a minor nature that want of room will not allow me to mention.

### **Tires Are Here in Big Variety,**

the most important and prominent exhibit being that of the Dunlop company, which shows carriages fitted with the tire. The Seddon, the Preston-Davies, the Michelin, the Macintosh, the Gormully & Jeffery, and the

Stubbs are the more special tires that are exciting comment. The Michelin has been much improved, the steel ring fastening cover being made in two semicircles so as to render the cover more easily detachable. The Macintosh is without wires, but the cover, which has peculiarly shaped vulcanized edges, is held in a special rim by the inflation of the air tube. The tires are better grouped at the National show than at the Agricultural Hall, the Egyptian, Greek, and Roman courts being given up to them.

Of novelties there are very few. R. W. Thomas, of Cheapside, shows a pneumatic hub, which is evidently well thought out. By means of light flanges fixed on the axle the driving power is communicated to the outer hub. This also allows of considerable give and spring in the fork of the machine, there being scarcely any vibration even on the most imperfect road. The Moto Pedal Co. shows a new pedal, which consists of a horizontal rotary movement for preventing slipping and injury to knees, increasing speed and power and facilitating hill climbing. Linton used it in his 100-mile record ride at Herne Hill on October 21.

The opening ceremony was no ceremony at all, if you can understand this. An inaugural luncheon in the Garden Hall, at which representatives of the press were entertained, formed the only function. W. H. Herbert, Esq., of the Premier Cycle Co., was the chairman, and Frank Peach, the secretary, gave the usual dish of statistics. It was mentioned that there was about \$25,000,000 worth of stock in the exhibition. It now remains to be seen whether the business done will be sufficient to satisfy the wishes and expectations of the exhibitors, for after all this is the be-all and end-all of every show.

WILL O' THE WISP.

**The Eagle Bicycle Mfg. Co.,  
Torrington, Conn.**

Gentlemen:-

Yours of the 20th received

Your list prices of

\$115.00	Weight	32 lbs.
\$125.00	"	28 "
\$135.00	"	25 "
\$150.00	"	21 "

Strikes the right key, and your new features of construction are the greatest talk of the town. Nowonder the others are waiting to see what you have to show.

Success to your efforts.

Yours truly,

*Bright & New*



### A Practical Two-Speed Gear.

Louis Rosenfeld, a young student in the Columbia School of Mines, New York, has invented a two-speed gear which is said to be light, positive, and practical. Mr. Rosenfeld will show models of the machine at the New York show, of which the following is a description:

The machines shown consisted of two roadster wheels of a well-known make, each of which had a gear attached in a different manner from the other. The first machine had the gear on the hub of the rear wheel and was geared to fifty and sixty-seven inches. The second had the attachment on the pedal shaft; this was geared to forty-eight and sixty-four inches. In both machines the gearing was connected with a reel-like disk on the upper tube of the bicycle frame, at a position convenient to the rider, by a very small chain. By less than one turn of this reel, while going at any desired speed, the rider can change from one gear to the other as often as he may wish. The gearing is not arbitrary; it can be suited to the individual wants of riders by the same methods employed in other bicycles. In the changing the basis of gearing the relation between high and low gear will always remain at a constant ratio—that of 100 to 75. Thus, if seventy-two were desired as high gear, the low gear would be fifty-four inches. Other proportions could be made, but that indicated is believed to be the most useful. It is calculated that the attachments will suit any chain bicycle and can be applied either before or after it has left the hands of the makers. No change in the general appearance of the bicycle is wrought by these attachments, nor is it necessary to alter, deface, or weaken the frame. Regarding the additional weight, it can be said that it will be very small, on one style about one and one-half pounds, on the other about two and one-half pounds.

The mechanism is extremely simple, strong, and durable. It consists of a pinion fixed to the pedal shaft. On this pinion and rotating with it is a ring—latterly movable—having both interior and exterior teeth; the sprocket, which is furnished with interior teeth, is carried on ball bearings by a shell affixed to the frame of the bicycle in such a manner that it has no lateral motion, but can be moved perpendicularly a distance equal to the thickness of the aforesaid ring. When the shell is in its lowest position the pinion and sprocket-wheel are concentric and the ring fills up the space between them, making practically a solid sprocket-wheel. In this position we have the high gear. To change to low gear the interlocking ring is moved laterally on the pinion and the sprocket-wheel is moved upward until the interior teeth mesh with the teeth of the pinion. The sprocket will then be revolved three-fourths of a revolution by one revolution of the pinion. In this position the interlocking ring rides idle on the pinion. It will thus be manifest that at the high gear there is no more cause for friction than in ordinary safeties, except that there is an additional ball bearing; while at the low gear there is a minimum amount of cog motion and hence no apparent friction.

The change of gears is accomplished by a cam of such construction that it is impossible to jump the gears apart. To prevent the entrance of dirt the mechanism is covered by a dust-cap which gives it the appearance of a sprocket-wheel having a large core. This description of the mechanism applies to the second-named machine. That on the first has equivalent parts, but functions somewhat different, inasmuch as the normal position of the gears is at low speed in this case, and the contrary of the first described.

### The '94 Eclipse.

As will be seen from our advertising pages, the Eclipse Bicycle Co. have come out with a fine line of wheels for '94. They believe that their product will stand among the leaders of the season. The '94 Eclipse, their highest grade, is of very attractive lines, while no pains or expense have been spared, apparently, in material, workmanship, and finish. This wheel is intended to meet in direct competition the best of the high-grade wheels, and lists at \$125. Eclipse agents say they are going to be proud to show it alongside anything produced, and, what's more to the point, say they can sell it, too!

### Owens the "Tourist" Rights.

The defunct George R. Bidwell Cycle Co. has transferred to the Bidwell-Tinkham Cycle Co. all rights to manufacture and sell the Tourist. This wheel, in the hands of its new owners, will be pushed next year. The Tourist has always been in great demand among road riders and for easy running qualities it is hard to surpass.

### Interchangeable Bottom Bracket.

The Anglo-American Iron & Metal Co., 213 Pearl street, New York, are out with a novelty in the shape of an interchangeable bottom bracket of Perry & Co.'s manufacture. This bracket is built from a drop forge body, machined up to exact measurements, and complete with axle, cones, sprocket, and cranks. The feature of the pattern, of course, is that the chain wheel is adjustable, being locked on automatically, thus permitting the removal of the sprocket with much ease in a few seconds, and the substitution of another gear, if desired. This fills a long-felt want. In these days of fast riding, a rider often wishes to change his gear for some special event, but not to make it permanent. With the old-style bracket, it is necessary to go to some considerable expense to do this.

### Licensed to Make G. & J. Tires.

The Gormully & Jeffery Mfg. Co. have granted a license to the B. F. Goodrich Co., Akron, Ohio, who will manufacture and sell to the trade under G. & J. patents. The tires in future will be for sale and can be procured from the Gormully & Jeffery Mfg. Co. and from all their branches; from the Hartford Rubber Works Co., of Hartford, Conn.; from the Pope Mfg. Co., of Hartford, Conn., and Boston, Mass.; from B. F. Goodrich Co., of Akron, Ohio, and from their selling agents, the Columbia Rubber Co., of Chicago, New York, and elsewhere.

### Perrett in Town.

W. Montague Perrett, ex-clerk-of-the-course, and now the hustling representative of the Raleigh Cycle Co., is in Chicago this week showing samples of his saddles, tubing, and parts. He is stopping at the Wellington.

# THE TRIBUNE

AND

FAULTLESS IN WORKMANSHIP.

PERFECT IN DESIGN.



Write for Photographs and Particulars of '94 Models.

# THE VIGILANT

NATIONAL CYCLE SHOW, NEW YORK, STANDS NOS. 58 AND 59.

# THE BLACK MFG. CO. ERIE, PA.

MENTION THE BEARINGS.



### The New York Show.

NEW YORK, Dec. 8.—Within a week several more spaces have been taken at the Madison Square Garden. The entire floor space has been rented, and owing to the number of applications received, it has been decided to floor over twenty-six of the large boxes, which will make a very prominent exhibit. These boxes, at least three of them, have already been rented. The committee have engaged Maltby and Sid Black, and also the famous Stirk family, consisting of three ladies and two gentlemen, who will give performances every afternoon and evening during the week. The success of the show as a trade exhibit is certain. At the present time the committee is devoting all its efforts to advertising the show among cyclists and among the public, that it may be as great a success from the point of attendance as it already promises to be from a trade standpoint.

### Rich & Sager's New Track Saddle.

A genuine novelty in the saddle field is the Sager track racer A, special. The seat is attached to a direct post and unlike any other direct saddle-post it can be tilted to any angle, and at the same time there is a means of taking up any stretch in the leather. The L post is dispensed with, thereby saving some weight. The rider is brought over his pedals and the effectiveness of this feature is apparent to all riders. For light wheels this is a capital arrangement and is specially adapted for wheels "built to reach." The upright post is threaded and the clamp screws in a collar which is notched to receive the square rod of Jessup tool steel. The accompanying cut illustrates the meritorious qualities of this handsome little saddle, which adds to the reputation of the Rich & Sager Co. for progressive originality.



### Railroads Refuse Rates.

The application of Chairman Hare to the Trunk Line Association for reduced rates to the Philadelphia show has been refused, as "the rules of the association do not contemplate reduction of fares for meetings of this nature." The application of the Madison Square Garden people met with a like fate.

### Lu-Mi-Num Will Use Palmer Tires.

John F. Palmer paid a flying visit to St. Louis last week and closed a contract with the St. Louis Refrigerator & Wooden Gutter Co. to use Palmer tires exclusively on the Lu-mi-num. Three thousand sets were ordered.

A short time since we announced the fact that Mr. J. I. Warman had severed his connection with the Warman & Hazlewood Co., Coventry, Eng. Mr. Warman now requests us to announce further that it would be a considerable convenience to himself in his connection with Mr. Schub, if all communications intended for trade and other purposes be addressed to the Warman-Schub cycle house, 369 W. Madison street, Chicago. Parties who have been addressing letters intended for J. I. Warman, to Warman & Hazlewood, will please note this fact, as their mail will receive more prompt attention by addressing as requested.

The Weston fork cyclometer for '94 has been somewhat improved externally and greatly changed in the movement. This is believed to be the only instrument of the kind on the market that registers ten thousand miles and is adjusted to pneumatic tires. It has always been noted for its extremely handsome appearance, ease of attachment, legibility, lightness, etc. All of these features will be kept fully in view in the next pattern, with the added ones of accuracy and durability. Mr. Weston's advertisement appears in another column.

Superintendent Morrow, of the Eclipse Bicycle Mfg. Co., has invented two clincher tires, which are said to have considerable merit. The Eclipse factory is now one of the sights of the town. The building is heated by steam and lighted by electricity, and the machinery is run by water power. The nickel-plating plant has a plate glass front and the passer-by can look in and see the interesting operation.

By paying spot cash A. W. Gump & Co., Dayton, Ohio, have been able to get, at a splendid bargain, a quantity of new, latest-pattern, pneumatic-tire bicycles that are being sold at \$100 each. To test their advertisement they will make a special price of \$50 to all customers calling attention to the advertisement in this issue of THE BEARINGS.

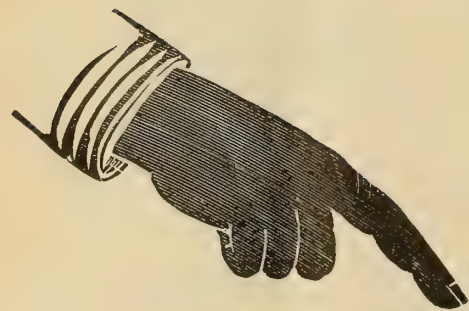
The Black Mfg. Co., of Erie, Pa., have copyrighted the name "The Vigilant," which they have given their \$100 wheel. The Tribune will probably list at \$150, although it has not been definitely decided.

Bliss and Dirnberger are riding Palmer tires in their fight with Father Time. The Palmer now holds world's records from 100 yards to twenty-seven miles, and from fifty-one miles upward.

J. A. Barnes, manager of the Eastern Rubber Co., of Trenton, N. J., announces that they will add two more buildings to their already large plant.

A. F. Hood, of the Fenton Metallic Mfg. Co., paid a flying visit to Chicago last week.

## Our Agents Make Money!!



DO YOU

Want '94 Wheels for '94 Prices Now?

# ALUMINUM RIMS....

Stock carried in CHICAGO by

**WOODROUGH & HANCHETT,**

38 AND 40 LAKE STREET.

Stock carried in ST. LOUIS by

**THE SIMMONS HARDWARE CO.**

**The Eagle Bicycle Mfg. Co.**

FORRINGTON, CONN.

We have opened an office at 46 and 48 VAN BUREN ST., CHICAGO, Room 906, to exhibit our line of ten distinct patterns of wheels to the Western trade.

**We Want Responsible Agents**

and to those who can make it interesting for us, we can make it interesting for them. If you want to make money, now is the time to act. Advance proposition to those who have nerve and energy.

**The Lightest Road Wheels Ever Made.**





# BEARINGS

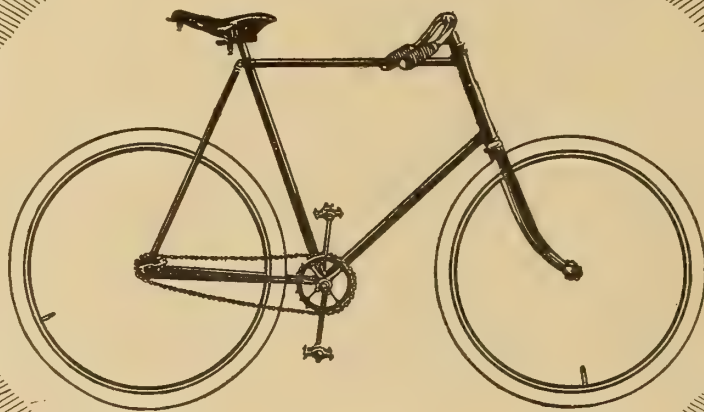
(CHARLES COX)

UNION  
CYCLE

A MERRY CHRISTMAS  
AND A  
HAPPY PROSPEROUS  
NEW YEAR  
UNION CYCLE MFG. CO.  
W. MEASURE, TREAS.

MFG. CO.  
BOSTON  
MASS.





## SOMETHING — TO TALK ABOUT



Competition will be keen in '94:  
What you want is a machine you can  
point out superior merits on-attractive  
selling qualities.

Besides this, a wheel you can hold up  
both hands and swear to its perfection  
in material and workmanship.

Such is the **STERLING** with its corrugated  
hubs, changeable sprocket, convertible  
pedals, etc. etc.

As to finish and style - don't say a  
word - it will speak for itself.

### STERLING CYCLE WORKS.

Office and Factory,

Catalogue  
January 1st.  
Send for it.

236-240, Carroll Ave.,

CHICAGO.

CHARLES A. COX  
BEARINGS



# Victor Bicycles

...ALWAYS HIGHEST GRADE...

## Victor Guarantee

...ALWAYS LIBERAL...

---

IF YOU RIDE, WHY NOT RIDE THE BEST?

CAN WE MAIL YOU OUR '94 CATALOG?

---

OVERMAN WHEEL Co.

SPRINGFIELD, MASS. DETROIT.

BOSTON.

WASHINGTON.

DENVER.

SAN FRANCISCO.

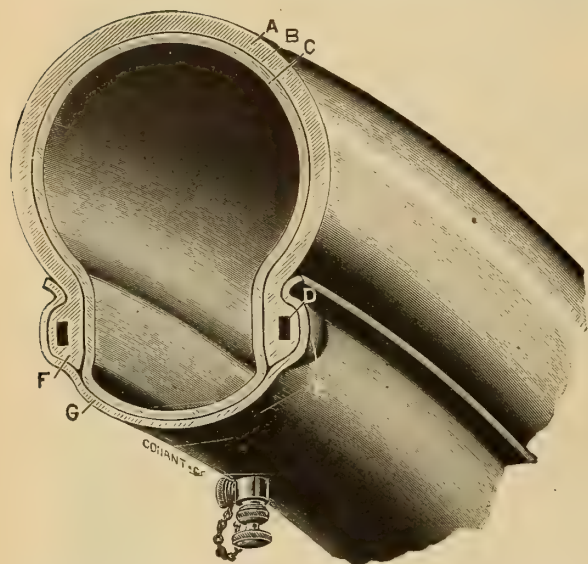


# THE "HUESTIS"

## Detachable Pneumatic Tire

Found at Last.

The Perfect Detachable Tire.



This cut represents the Tire in cross-section. A represents the rubber shoe or tread, B the canvas lining of the same, C the air tube, D the light metal band, E the depressions or recesses on the rim, F the rubber prominences on the Tire, G the rim. E and F interlock, thus securing a positive attachment and preventing the Tire from moving in any direction.



Examine the cuts and convince yourself that it is all that is claimed for it. **LIGHTEST, STRONGEST**, most-easily **ATTACHED** and **DETACHED**; impossible to **CREEP**. When attached, it's there and stays there.

Give the "HUESTIS" a trial, and it will talk for itself.

**SATISFACTION GUARANTEED.**



This cut represents one-half the circumference of the rim and tire.

## TO BICYCLE MANUFACTURERS AND DEALERS.

**Have You** Seen the "Huestis" Patent Detachable Pneumatic Tire? Before making your contracts for the year 1894, don't fail to write us for quotations, thus saving yourself loss and disappointment. We claim that the "Huestis" is the most successful detachable Pneumatic Tire on the market today. Why?

- First.** Because it is lighter.      **Second.** Because it is stronger.
- Third.** Because it is impossible for it to creep on the rim.
- Fourth.** Because it is of absolute and rapid engagement; can be attached or detached in one minute.
- Fifth.** Because it is the only detachable tire applicable to a light wooden-rim wheel.
- Sixth.** Because it is the **CHEAPEST** and **BEST FIRST-CLASS** detachable TIRE ever offered.

Are not these **six facts** sufficient to convince you that it is to your interest to use the "Huestis"? We guarantee these tires to be constructed of perfect material and by the most skillful workmen. They are manufactured in our own factory under our personal supervision.

In offering this tire to the public we feel that the simple construction, the absolute freedom from creeping, the combined lightness and strength, and, lastly, the absolute and simple mode of engagement, will commend it to bicycle manufacturers as the tire that will win for itself the indorsement and favor of wheelmen, and that it has come to stay.

If you are unable to obtain the HUESTIS from your local dealers, we will ship C. O. D. with privilege of examination.

Owing to the receipt of orders taxing our utmost capacity, we cannot promise delivery of the "Huestis" in large quantities before December 15 to January 1, 1894.

# The Newton Rubber Works

178 Devonshire Street, BOSTON.

Exclusive Manufacturers of  
The Huestis Detachable Pneumatic  
Tire and all classes of Rubber  
Goods.



# TO THAT ARMY OF STURDY RIDERS

---OF---

## **Morgan & Wright Patent Pneumatic Tires**

You are respectfully requested to send in your mileage for the year ending December 31, 1893.

We wish to properly record your performances and incidentally to make

### **OUR ANNUAL PRIZE DISTRIBUTION**

To those who have acquitted themselves most meritoriously. Your immediate reply will be

**Your Christmas Offering to Us.**

**Our New Year's Gift to You**

(providing you have earned it) will be:

First Prize, cost value	-	-	-	-	-	\$100.00	For the Greatest Mileage on One Set of M. & W. Tires during 1893, the rider having made his own repairs.
Second Prize, Overcoat	-	-	-	-	-	45.00	
Third Prize	-	-	-	-	-	One Set of M. & W. Tires.	
First Prize, cost value	-	-	-	-	-	\$50.00	For the most meritorious single ride. Distance, weather, and character of roads to be considered.
Second Prize, cost value	-	-	-	-	-	25.00	
Third Prize	-	-	-	-	-	One Set of M. & W. Tires.	
Prize, cost value	-	-	-	-	-	\$50.00	For fastest mile in competition on M. & W. tires.
Prize, cost value	-	-	-	-	-	\$25.00	For best time made in 10-Mile Road Race on M. & W. tires.
Prize, cost value	-	-	-	-	-	\$25.00	For best time made in 25-Mile Road Race on M. & W. Tires.

L. A. W. and C. R. C. of A. rules to Govern all Competition.

## **CONTESTS CLOSE DEC. 25, 1893.**

Send in your Name, Age, and Weight; Name and Weight of Wheel, and  
**HAVE YOUR APPLICATION ATTESTED BY A NOTARY PUBLIC.**

Your compliance with the above is earnestly desired.

**Morgan & Wright,** 331-339 West Lake Street, **Chicago, Ill.**



ZIMMERMAN

BIDLAKE

EOSMOND

STROUD

SHORLAND

WHEELER

SANGER

WINDLE

# The Palmer Tire

MULLIKEN

TYLER

*The Fastest,  
Most Comfortable,  
Easiest Repaired.*

EOSMOND

Holds World's Records from 1-8 to 27 Miles, and from 51 to 426 Miles.

GARY

THE FASTEST TIMES EVER MADE on a bicycle, standing or flying, for 100 yards,  $\frac{1}{8}$ ,  $\frac{1}{4}$ ,  $\frac{1}{3}$ ,  $\frac{1}{2}$ ,  $\frac{2}{3}$ ,  $\frac{3}{4}$ , and 1 mile, done on Palmers. Bliss and Dirnberger ride them.

BODE

1,479 PRIZES WON on Palmers by amateurs in '93, that we know of. Lots of counties not yet heard from.

MEINTJES

NINE-TENTHS CASH PRIZE LEAGUE MONEY won on Palmers; perhaps more.

GITHENS

ALL INTERNATIONAL CHAMPIONSHIPS at Chicago won on Palmers, besides innumerable local championships—American, State, English, German, and Belgium.

RICH

RECORDS, Bicycle and Tricycle, road and path, in competition and against time, paced and unpaced, SMASHED TIME AFTER TIME ON PALMERS.

KENNEDY

THERE'S ONLY ONE BAND-WAGON, and we have a mortgage on it. Get in and be at the head of the procession.

BERLO

**We Make a Tire, Not a Fastening.**

J. CLARK

SEND FOR PAMPHLET,

*"Facts About Pneumatic Tires."*

LUMSDEN

**THE PALMER PNEUMATIC TIRE CO.**

E. NELSON

46 and 48 Van Buren St.,

For prices, etc., address Selling Agents.

COLUMBIA RUBBER WORKS CO.,  
159 Lake St., Chicago.  
65 Reade St., N. Y.

CHICAGO, ILL.

DORNTGE

J. LINNEMAN

BLISS

GOOD

JOHNSON

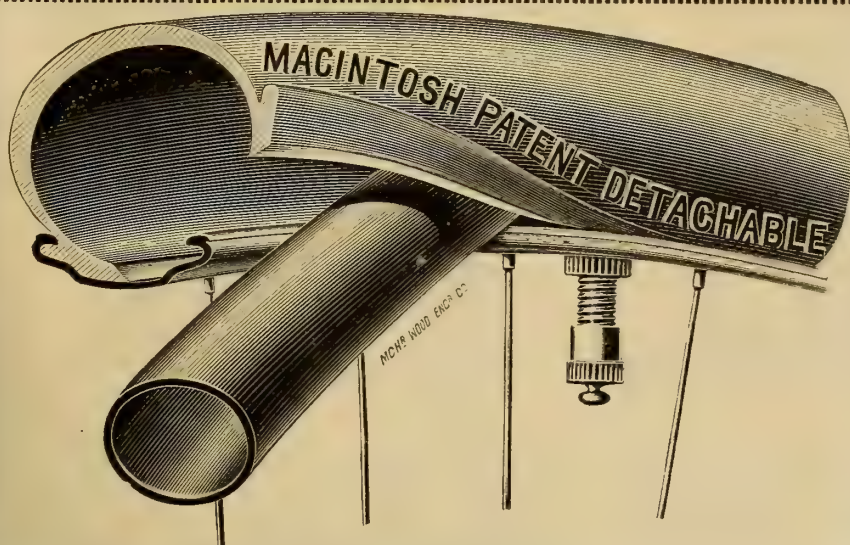
TAYLOR

HYSLOP

TUTTLE

DIRNBERGER





Very Fast.

Simplest.

Most Resilient.

# “MACINTOSH” DETACHABLE TIRE

This tire, which is the simplest, as regards mode of attachment, of any of the first-class pneumatic tires, has been exhaustively tested during the past season, and has proved so very satisfactory, that it is now being placed on the American market.

DON'T MISS IT!

Chas. Macintosh & Co. Ltd.

Manchester and Coventry, ENGLAND.

OLDEST HOUSE IN THE RUBBER TRADE.

ESTABLISHED 1824.



# THE SUCCESS OF 1893!

## *Sub-Minimum* Aluminum Bicycle.

Every claim ever made for it has been fully substantiated by dozens and hundreds of riders throughout every State in the Union. Nothing but success and enthusiasm has attended its introduction.

*It is a Novelty.  
A Meritorious Novelty.*

*And what the People have been waiting for for Years.*



OUR GUARANTEE IS THE STRONGEST EVER GIVEN.

WE HAVE TESTIMONIALS BY THE DOZEN.

WATCH THESE COLUMNS FOR  
INFORMATION REGARDING  
NEXT SEASON'S PLANS.

*We have Challenged the World  
for Months, and the World  
don't come to Time.*

WATCH THESE COLUMNS FOR  
CUTS AND DESCRIPTION OF  
NEXT SEASON'S PATTERNS.

1894 CATALOGUE READY JAN. 10th.

1894 PATTERNS READY JAN. 15th.



Our machine is to be the most prominent one of the crop of 1894 improvements, and dealers and riders cannot afford to overlook it.

Write to us, we will send an interesting answer.

INCORPORATED 1873.  
CAPITAL, FULL PAID, \$500,000.

§ ST. LOUIS REFRIGERATOR

MENTION THE BEARINGS

THE ONLY ALUMINUM BICYCLE



# THE REVOLUTION OF 1894!

---

## WE THOROUGHLY TEST

---

Every *Lu-Mi-Num.* Bicycle  
BEFORE IT LEAVES OUR HANDS.

---

*The Framework is made to carry a load of*  
**ONE TON**  
.....BEFORE WE PASS IT.....

*You KNOW your LU-MI-NUM is perfect and  
free from flaws when you get it.*

---

READ THIS:

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,  
Main St. and Park Ave., City.

ST. LOUIS, MO., Dec. 1st, 1893.

GENTLEMEN: Relative to my visit to your offices today and my examination and trial of your testing apparatus, I beg to report as follows:

I find your apparatus is scientifically constructed and perfectly accurate, and reliable for testing bicycle parts of all kinds and determining the qualities of the materials you use, and what work the parts will perform.

It is of ample capacity to test a frame up to 6,000 pounds, with additional overweights. In my test today with one of your standard pattern frames, I applied various loads up to the present maximum capacity of the machine, namely, **3,620 pounds.**

Your aluminum frame *carried this load* at the seat-post socket for some fifteen minutes before breaking. It had previously carried a load of 2,800 pounds for three hours and had taken a permanent deflection of less than one-eighth of an inch.

Your apparatus is particularly well adapted to making rapid tests, and with it you can fully carry out your plans of testing all of your frames up to 2,000 pounds, rapidly and with perfect accuracy. As your load is weighed on standard scales and not computed from a pressure gauge, an inherent error is impossible. Nor can the apparatus get out of order without the fault becoming immediately evident.

Yours truly,

J. B. JOHNSON,  
Professor, Civil Engineer, and Director Testing Laboratory,  
Washington University.

---

# & WOODEN GUTTER CO. ST. LOUIS, MO.

MAKERS IN THE WORLD.

MENTION THE BEARINGS







# THE SUCCESS OF 1893!

## *Lu-Mi-Num.* Aluminum Bicycle.

Every claim ever made for it has been fully substantiated by dozens and hundreds of riders throughout every State in the Union. Nothing but success and enthusiasm has attended its introduction.

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A Meritorious Novelty.*

*And what the People have been waiting for for Years.*

♦♦♦♦♦♦♦♦♦♦

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BEFORE IT LEAVES OUR HANDS.

*The Framework is made to carry a load of*

## ONE TON

.....BEFORE WE PASS IT.....

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Main St. and Park Ave., City.

St. Louis, Mo., Dec. 1st, 1893.

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INCORPORATED 1873.  
CAPITAL, FULL PAID, \$500,000.

## ST. LOUIS REFRIGERATOR

THE ONLY ALUMINUM BICYCLE

## & WOODEN GUTTER CO. ST. LOUIS, MO.

MAKERS IN THE WORLD.

MENTION THE BEARINGS



## ...THE SEVEN AGES...



THE CHILD.



THE BOY.



THE LOVER.



THE SOLDIER.



THE JUSTICE.



THE JUDGE.



THE OLD MAN.

# SHAKSPERE'S TESTIMONIAL OF THE WAVERLEY

We wish you all A Merry Christmas

...and a...

Happy and Prosperous New Year.

To those who will not attend the New York Show, we are especially anxious to mail our '94 catalogue. Please send your address.

# INDIANA BICYCLE CO.,

INDIANAPOLIS, IND.,  
U. S. A.



1894

1894



# Our Line of Cycles for '94 Season!

A FEW OF OUR LEADERS:

**ARIEL, TITANIA, H.-T. SCORCHER.  
READING FLIER.**

ALSO A FULL LINE OF MEDIUM GRADE.

Jobbers, Dealers, and Agents Write for Catalogue and Discounts.

**The Geo. Worthington Co., Cleveland, Ohio.**



1894

1894

MENTION THE BEARINGS





# MONARCH



SOUTH BEND, IND., Sept. 14th, 1893.

Monarch Cycle Co.,  
Chicago, Ill.

Gentlemen:-

I express you to-day by U. S. Express paid, the front wheel taken from my machine which I purchased a short time ago. It figured quite prominently in an accident last night. While coasting down the Notre Dame hill I ran into a gentleman with a ----- going up. We were going about 20 miles an hour when we came together. His wheel was completely demolished and he had to carry it home in pieces. And to make a bad matter worse we had not time to get ourselves together before we were struck by two other cyclists who were out for a ride and did not see us on account of the dark. One of the two had his collar bone broken and his ----- wheel badly disfigured. While the three had to carry their machines home, I rode mine. I am really proud of the "Monarch Wheel" and if I were to buy another next season I would ride only the "Monarch".

The front wheel I send you is badly sprung and has two spokes out, but aside from that I found no break. Kindly fix the same and return to me as soon as possible. Upon receipt of bill I will settle for repairs. I am,

Respectfully yours,

REV. C. W. DELOSE,

#526 Bourough street.



# MONARCH

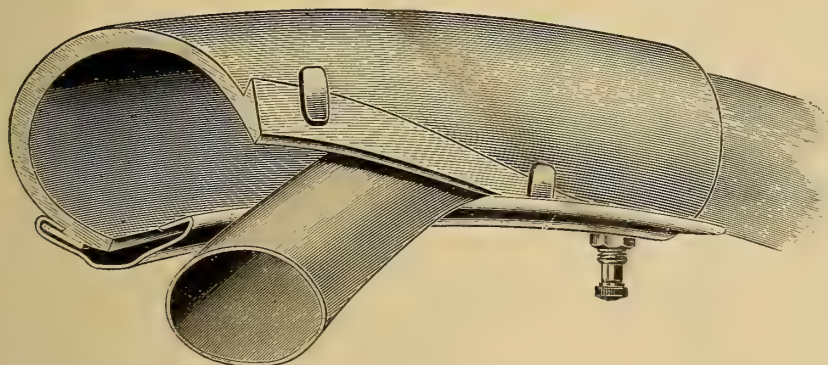




# ...BEST TIRE ON EARTH...

## PEASE Detachable Pneumatic Tire

(Patent issued November 14, 1893, No. 508,746.)



**Blow Off?** No, it is not built that way.

**Puncture?** Protected from the spoke heads by the outer casing, but if it does puncture from outside causes it is the most easily repaired tire on the market.

**Creep?** The way it is fastened absolutely prevents it.

**Explode?** Well, no. We don't use the kind of material that permits this.

The successful tire must be one in which the outer tube can be quickly removed from the rim, leaving the inner tube accessible at any point for repairs. We have such a tire. The cut is intended to illustrate our method of fastening the outer casing to the rim. It will be noticed that the outer casing is provided with a square shoulder running around both sides of the tire a short distance from the beveled edge which laps in the center of the rim. This shoulder of hard rubber and fabric takes the entire strain and load of the tire, and to prevent the blowing off or displacement of the outer casing we fasten little metallic clips every two inches all round the edge of this shoulder, allowing them to project over this edge in position to catch under the hooked edge of the rim. Each clip is independent, and to remove the tire each must be unhooked separately, which can be done almost instantly. This tire is without question the easiest tire to replace after removing from the rim, as it simply requires the placing of the edge of the outer casing back on to the rim and the inflating of the tire. These tires are now put on all styles of our bicycles, and our guarantee covers them in every particular.

# ...BEST WHEEL ON EARTH...

Very important improvements  
have been made in the

## Derby for '94

Tread narrowed; front sprocket removable without removing crank; rear sprocket held with a jam nut is reversible, and hardened dust-cups with an ingenious oiling device in them doing away with oil-cups in hubs and crank box; Mannesmann tubing; best drop forgings, and the famous

**PEASE CLINCHER TIRE.**

'94 Wheels ready.

'94 Catalogues ready.

Send for one.

AGENTS WANTED.



DERBY MODEL "C." Weight 30 lbs. Price \$150.00.

# DERBY CYCLE CO.

161-167 S. CANAL ST.,  
CHICAGO, ILL.

MENTION THE BEARINGS





# AMERICAN DUNLOP

It has not been our custom to announce weekly the victories won upon the racing path and track on the DUNLOP DETACHABLE TIRES. To do so would necessitate our purchasing about one-half the advertising space of the "Bearings"; in fact, to win a race upon a DUNLOP TIRE is such a commonplace event wherever bicycles are ridden that it is hardly worthy of comment or notice. In order to show our success in this, as in other fields, however, we publish herewith a resume of a few examples of the more prominent races won, and records made on the DUNLOP DETACHABLE TIRE during the past season of 1893:

## A part of the Races won on Dunlop Tires in 1893, in America:

Date. 1893.	Event.	Held at	Winner.	Place.
July 1	1/2-Mile open	Trenton, N. J.	A. A. Zimmerman	1st.
" 1	1	"	"	1st.
" 1	5	"	"	1st.
" 4	3/4	Clifton, N. J.	"	1st.
" 4	1/4	"	"	1st.
" 4	1	"	"	1st.
" 4	2	"	"	1st.
" 8	10	New York City	"	1st.
" 15	1/2	Rockville, Conn.	"	3d.
" 15	1	"	"	1st.
" 15	1-Mile handicap	"	"	3d.
" 21	1-Mile open	Asbury Park, N. J.	"	1st.
" 21	1-Mile handicap	"	"	1st.
" 22	1/4-Mile open	"	"	1st.
" 22	1	"	"	1st.
" 29	1	"	"	1st.
" 29	5	"	"	1st.
Aug. 1	1/2-Mile handicap	Detroit, Mich.	"	1st.
" 1	3-Mile open lap	"	"	1st.
" 2	1-Mile open	"	"	2d.
" 2	1/2	"	"	1st.
" 2	1/2	"	"	1st.
" 7	1/2	Chicago, Ill.	"	1st.
" 7	1/2-Mile handicap	"	"	4th.
" 7	1-Mile open	"	"	1st.
" 8	1/4	"	"	1st.
" 8	2-Mile lap	"	"	1st.
" 9	1/4-Mile open	"	"	1st.
" 9	1/3	"	"	1st.
" 10	1/4	"	"	1st.
" 10	1-Mile Nat. Cham.	"	"	1st.
" 11	10 Kilometers, Int. Championship	"	"	1st.
" 11	1/2-Mile open	"	"	1st.
" 11	2-Mile team	"	"	1st.
" 12	1/4-Mile open	"	"	1st.
" 12	1-Mile Int. Chmp.	"	"	1st.
" 14	1/2-Mile open	Milwaukee, Wis.	"	1st.
" 14	1-Mile international	"	"	1st.
" 15	1/2-Mile open	"	"	1st.
" 15	1	"	"	1st.
" 15	1-Mile international	"	"	1st.
" 17	1-Mile open	Ripon, Wis.	"	1st.
" 17	1/2-Mile international	"	"	1st.
" 17	1/4-Mile open	"	"	1st.
" 18	1/2	"	"	1st.
" 18	5	"	"	1st.
" 18	1-Mile international	"	"	1st.
" 24	1/2-Mile open	Indianapolis, Ind.	"	2d.
" 24	1-Mile international	"	"	1st.
" 26	1/2-Mile open	Cincinnati, O.	"	1st.
" 26	1-Mile international	"	"	1st.
" 26	1-Mile open	"	"	1st.
" 29	1/4	Cleveland, O.	"	1st.
" 29	1	"	"	1st.
" 29	1/2	"	"	1st.
" 29	3-Mile lap	"	"	1st.
" 30	1/2-Mile open	"	"	1st.
" 30	1	"	"	1st.
" 30	1/4	"	"	1st.
" 30	2-Mile lap	"	"	1st.
Sept. 1	1-Mile open	Painesville, O.	"	1st.
" 2	1/4	Cleveland, O.	"	1st.
" 2	1	"	"	1st.
" 4	2	Columbus, O.	"	1st.
" 4	1	"	"	1st.
" 4	1/2	"	"	1st.
" 5	2	"	"	1st.
" 5	1	"	"	1st.
" 5	3-Mile lap	"	"	1st.
" 6	1/2-Mile open	Springfield, O.	"	1st.
" 6	1/4	"	"	1st.
" 6	1	"	"	1st.
" 13	1/2	Springfield, Mass.	"	1st.
" 13	1-Mile international	"	"	5th.

Dunlop and P.

Date. 1893.	Event.	Held at	Winner.	Place.
April 7	1/4-Mile open	Savannah, Ga.	Harry Wheeler	1st.
" 7	1	"	"	2d.
" 7	1-Mile handicap	"	"	1st.
" 8	1/2	"	"	1st.
" 8	3	"	"	1st.
" 8	1/2-Mile open	"	"	2d.
May 9	1	"	"	2d.
" 9	1/4	"	"	2d.
" 9	1-Mile handicap	"	"	1st.
" 11	1/2-Mile open	"	"	2d.
" 11	1-Mile handicap	"	"	1st.
" 11	3	"	"	2d.
" 11	1/4-Mile open	"	"	2d.
" 27	1/2	Cohoes, N. Y.	"	3d.
" 27	5	"	"	1st.
" 30	1	Asbury Park, N. J.	M. A. Allen	1st.
" 30	2	"	"	1st.
" 30	1	"	Harry Martin	1st.
" 30	1	Waltham, Mass.	H. C. Tyler	2d.
June 2	1	"	"	3d.
July 1	1/2	Brooklyn, N. Y.	"	1st.
June 24	1	Waltham, Mass.	W. W. Windle	1st.
" 24	1	"	"	2d.
July 1	1	Brooklyn, N. Y.	"	1st.
" 4	1	Pittsfield, Mass.	E. G. Combs	2d.
" 4	5-Mile handicap	"	"	1st.
Sept. 2	1/2-Mile open	"	"	1st.
" 4	1/2	"	"	2d.
" 4	2-Mile handicap	"	"	1st.
" 4	1-Mile open	"	"	1st.
May 17	1/4	Savannah, Ga.	D. G. Farmer	1st.
" 17	1	"	"	1st.
July 16	10	"	"	1st.
" 8	1-Mile Novice	New York City	R. M. Macdonald	1st.
May 27	1-Mile handicap	Cohoes, N. Y.	O. H. Munroe	1st.
" 27	1-Mile open	"	"	1st.
" 27	1	"	"	1st.
July 22	2	Mechanicsville	"	1st.
" 24	1	Troy, N. Y.	"	1st.
" 24	3	"	"	3d.
Aug. 16	1	Bennington, Vt.	"	1st.
Sept. 4	1	Savannah, Ga.	N. R. Osborne	1st.
" 4	1/4	"	"	1st.
" 4	1/2	"	"	1st.
July 27	1-Mile handicap	Asbury Park, N. J.	James Willis	3d.
Sept. 4	1	Rahway, N. J.	"	2d.
" 26	2	Scranton, Pa.	"	1st.
" 26	1-Mile open	"	"	2d.
" 26	2	"	"	1st.
Oct. 9	1/2-Mile handicap	Trenton, N. J.	"	2d.
" 9	1	"	"	1st.
Sept. 18	1	Waverley, N. Y.	"	1st.
" 18	2	"	"	1st.
" 23	2	Flushing, L. I.	"	1st.
No date	10-Mile h'cap rd. race	Elizabeth, N. J.	"	1st.
June 17	1/4-Mile open	Charleston, S. C.	Isaac Baird	1st.
" 17	1/2	"	"	1st.
" 17	1	"	"	1st.
July 4	1/2	"	"	1st.
" 4	1	"	"	1st.
" 4	1	"	"	1st.
" 27	1/4	Atlanta, Ga.	"	1st.
" 27	2-Mile handicap	"	"	1st.
" 27	10	"	"	1st.
Feb. 22	1-Mile open	Savannah, Ga.	"	1st.
" 22	1/2	"	"	1st.
" 22	1/4	"	"	1st.
" 23	1/2	"	"	1st.
" 23	1	"	"	1st.
" 23	2	"	W. J. Baird	1st.
" 23	1	"	"	1st.
" 23	3-Mile handicap	"	"	1st.
June 1	1/2	Charleston, S. C.	"	1st.
" 1	2	"	"	1st.
July 4	1/2	"	"	2d.
" 4	1	"	"	2d.
" 4	1/2-Open	"	"	2d.
Aug. 8	1/4-Mile open	Baltimore, Md.	N. E. Clapp	1st.
" 8	1/2	"	"	1st.
Sept. 25	10-Mile road race	Washington, D. C.	"	1st.
July 4	1-Mile 2:40 class	Charleston, S. C.	M. H. Clarke	1st.



# DETACHABLE TIRE



## Records beaten on Dunlop Tires during 1893, in England:

Miles.	Bicycle.	H.	M.	S.	Tricycle.	H.	M.	S.
1 f.s. 1/4	A. W. Harris	27	15		L. Stroud	31	45	
1 1/4	"	31	25		F. Bramson	35		
1 1/2	F. G. Bradbury	1	03	1/2	L. Stroud	33	15	
1 1/2	A. W. Harris	1	01	3/4	A. F. Ilsley	1	13	3/4
1 3/4	F. Pope	1	33	25	L. Stroud	1	13	
1 3/4	A. W. Harris	1	32	1/2	A. F. Ilsley	1	51	25
1 3/4	"	2	07	25	L. Stroud	1	50	25
1	F. Pope	2	05		A. F. Ilsley	2	28	25
1	A. W. Harris	2	04	1/2	L. Stroud	2	28	
2	R. A. Vogt	4	47	25	"	5	16	3/4
2	A. W. Harris	4	20		"	5	12	3/4
3	R. A. Vogt	7	13	25	"	7	55	1/2
3	J. W. Stocks	6	55	35	"	7	47	35
3	F. Pope	6	35	35	"			
4	R. A. Vogt	9	43	1/2	H. Arnold	10	57	1/2
4	G. E. Osmond	9	35		L. Stroud	10	36	35
4	J. W. Stocks	9	20	35	"	10	23	1/2
4	"	9	14	25	"			
5	R. A. Vogt	12	11	35	H. Arnold	13	40	
5	A. W. Harris	12	09		L. Stroud	13	18	
5	G. E. Osmond	12	03	1/2	"	13	01	1/2
5	J. W. Stocks	11	41	1/2	"			
5	"	11	36	1/2	"			
5	F. Pope	11	33	1/2	"			
6	R. A. Vogt	14	41	1/2	H. Arnold	16	25	25
6	G. E. Osmond	14	27	35	L. Stroud	15	57	25
6	J. W. Stocks	14	04	1/2	"	15	46	1/2
6	"	13	54	25	"			
7	R. A. Vogt	17	12	35	H. Arnold	19	08	25
7	J. W. Stocks	16	34	1/2	L. Stroud	18	34	25
7	"	16	12	1/2	"	18	26	25
8	R. A. Vogt	19	40	1/2	H. Arnold	21	55	1/2
8	J. W. Stocks	18	44		L. Stroud	21	14	25
8	"	18	36	1/2	"	21	06	35
9	R. A. Vogt	22	07	25	H. Arnold	24	34	1/2
9	J. W. Stocks	21	05	25	L. Stroud	23	58	25
9	"	20	58	35	"	23	12	25
10	R. A. Vogt	24	34		H. Arnold	27	38	1/2
10	J. W. Stocks	23	30	35	L. Stroud	26	34	1/2
10	"	23	20		"	26	24	25
11	"	25	50	1/2	H. Arnold	30	31	1/2
11	"	25	43	25	L. Stroud	29	03	35
12	"	27	58	1/2	H. Arnold	33	19	1/2
12	J. W. Stocks	30	42	35	L. Stroud	21	48	1/2
13	"	30	23		H. Arnold	36	09	1/2
13	"	33	06	1/2	L. Stroud	34	28	1/2
14	"	32	56	1/2	H. Arnold	39	00	35
15	"	35	38	35	L. Stroud	37	22	1/2
15	"	35	20	35	H. Arnold	40	14	25
16	"	37	51	1/2	L. Stroud	44	41	25
16	"	37	38	35	H. Arnold	42	59	1/2
17	"	40	12	1/2	L. Stroud	47	31	25
17	"	40	02	35	H. Arnold	45	45	25
18	"	42	37	1/2	L. Stroud	50	19	1/2
18	"	42	28	25	H. Arnold	48	37	25
19	"	45	01	1/2	L. Stroud	53	08	25
19	"	44	52	1/2	H. Arnold	51	23	1/2
20	"	47	27		L. Stroud	55	59	1/2
20	"	47	17	35	H. Arnold	54	10	1/2
21	"	49	55	1/2	L. Stroud	58	46	
21	"	49	39		H. Arnold	57	02	1/2
21	"				F. T. Bowen	56	49	1/2
22	"	52	19	25	L. Stroud	59	42	25
22	"	52	01	25	F. T. Bowen	59	33	25

Miles.	Bicycle.	H.	M.	S.	Miles.	Bicycle.	H.	M.	S.
23	J. W. Stocks	54	47	1/2	44	J. W. Stocks	1	47	55 1/2
23	"	54	21	1/2	45	E. Dance	1	58	45 1/2
24	"	57	12	1/2	45	J. W. Stocks	1	50	39 3/4
24	"	56	45	25	46	E. Dance	2	01	27 1/2
25	U. L. Lambley	1	04	42 1/2	46	J. W. Stocks	7	53	25 1/2
25	J. W. Stocks	59	31	35	47	E. Dance	2	04	15 25
25	"	59	06	1/2	47	J. W. Stocks	1	56	09 35
26	U. L. Lambley	1	07	18 35	48	E. Dance	2	07	10 25
26	J. W. Stocks	1	01	30 25	48	J. W. Stocks	1	58	58 25
27	U. L. Lambley	1	09	51 1/2	49	E. Dance	2	10	02 1/2
27	J. W. Stocks	1	03	57 35	49	J. W. Stocks	2	02	02 35
28	E. Dance	1	12	22 1/2	50	J. Reilly	2	15	35 25
28	J. W. Stocks	1	06	29 25	50	E. Dance	2	12	38
29	E. Dance	1	14	55 25	50	J. W. Stocks	2	05	45 1/2
29	J. W. Stocks	1	09	06 25	51	E. Dance	2	15	46 25
30	E. Dance	1	17	34 25	51	J. W. Stocks	2	08	51 35
30	J. W. Stocks	1	11	40 25	52	E. Dance	2	18	10 1/2
31	E. Dance	1	20	24 1/2	52	J. W. Stocks	2	11	48 1/2
31	J. W. Stocks	1	14	09 35	53	E. Dance	2	21	01 1/2
32	E. Dance	1	23	00 35	53	J. W. Stocks	2	14	39 1/2
32	J. W. Stocks	1	16	39 35	54	E. Dance	2	23	50 35
33	E. Dance	1	25	47 35	54	J. W. Stocks	2	17	29 25
33	J. W. Stocks	1	19	10 25	55	E. Dance	2	26	42 1/2
34	U. L. Lambley	1	28	32 1/2	55	J. W. Stocks	2	20	28 1/2
34	J. W. Stocks	1	21	44 25	56	E. Dance	2	29	35
35	U. L. Lambley	1	31	12 1/2	56	J. W. Stocks	2	23	37 25
35	J. W. Stocks	1	24	16 1/2	57	E. Dance	2	32	35 35
36	U. L. Lambley	1	33	53 1/2	57	J. W. Stocks	2	26	43 35
36	J. W. Stocks	1	26	56 1/2	58	E. Dance	2	35	34 1/2
37	U. L. Lambley	1	36	28 25	58	J. W. Stocks	2	29	47 1/2
37	J. W. Stocks	1	29	31 35	59	E. Dance	2	38	37 1/2
38	U. L. Lambley	1	39	06 25	59	J. W. Stocks	2	32	48 1/2
38	J. W. Stocks	1	32	13 1/2	60	E. Dance	2	41	16 1/2
39	U. L. Lambley	1	41	46 1/2	60	J. W. Stocks	2	35	53 1/2
39	J. W. Stocks	1	34	48 25	61	E. Dance	2	43	55 1/2
40	U. L. Lambley	1	44	29 25	62	E. Dance	2	46	46 1/2
40	J. W. Stocks	1	37	21 25	62	J. W. Stocks	2	42	35
41	U. L. Lambley	1	47	15 1/2	63	E. Dance	2	49	35 35
41	J. W. Stocks	1	39	58 1/2	63	J. W. Stocks	2	45	40
42	U. L. Lambley	1	50	11 25	64	to E. Dance (64)	2	52	34 35
42	J. W. Stocks	1	42	33 1/2	100	" (100)	4	43	58 1/2
43	U. L. Lambley	1	52	59 1/2	106	K. Schwemmer	4	55	29 35
43	J. W. Stocks	1	45	10 25	to 152	" (152)	7	21	53 25
44	U. L. Lambley	1	55	52 1/2					

## World's Bicycle Path Records, by hours, beaten in England during 1893 on Dunlop Tires:

Hours.	Miles.	Yards.	
1	25	360	J. W. Stocks
1	25	690	"
2	45	810	E. Dance
2	48	600	J. W. Stocks
3	66	1,120	E. Dance
4	85	770	"
5	107	200	K. Schwemmer
6	126	1,560	"
7	144	1,260	"
12	217	2 laps	C. Lucas

## Road Records on Dunlop Tires in 1893:

50 miles, safety	A. Pellant	2 h. 21 m. 46 s.
50 miles, Scottish	S. Dutton	2 h. 43 m. 15 s.
100 miles, tandem safety	Burgess & Cole	5 h. 30 m. 32 s.
12 hours	F. W. Shorland	195 miles
12 hours, Scottish	W. Duncan	192 miles
12 hours, Irish	A. G. Joyce	183 1/2 miles
24 hours	F. W. Shorland	370 miles
24 hours, Irish	L. Fletcher	264 miles
1,000 miles	L. Fletcher	4 days. 22 1/2 hours
Brighton and back (safety)	S. F. Edge	6 h. 13 m. 48 s.
Brighton and back (tricycle)	F. T. Bowen	7 h. 34 m. 56 s.
Brighton and back (tricycle)	W. W. Robertson	7 h. 24 m. 5 s.

We are now ready to take the field for 1894. As before, we shall leave the racing question in the hands of the riders, who need no urging on our part to induce them to ride the tire which is bound to carry them to the front. We invite correspondence from riders, agents, and manufacturers, to whom we shall be very pleased to send our '94 catalogue, which gives a full description of the improvements in our tire for the coming season, and an interesting resume of the history of pneumatic tires and their application to the various forms of heavy and light carriages, ambulances, delivery wagons, bicycles, etc., for which we are now manufacturing them.

Our chapter on the question of guarantee will also interest every manufacturer and agent in the country. Send us your name at once, and we will send you a copy of this very complete and handsome publication.

# AMERICAN DUNLOP TIRE CO.,

504-506 W. 14TH ST.,  
NEW YORK.

MENTION THE BEARINGS







# AMERICAN DUNLOP DETACHABLE TIRE

It has not been our custom to announce weekly the victories won upon the racing path and track on the DUNLOP DETACHABLE TIRES. To do so would necessitate our purchasing about one-half the advertising space of the "Bearings"; in fact, to win a race upon a DUNLOP TIRE is such a commonplace event wherever bicycles are ridden that it is hardly worthy of comment or notice. In order to show our success in this, as in other fields, however, we publish herewith a resume of a few examples of the more prominent races won, and records made on the DUNLOP DETACHABLE TIRE during the past season of 1893:

## A part of the Races won on Dunlop Tires in 1893. in America:

Date, 1893.	Event.	Held at	Winner.	Place.
July 1	1/2-Mile open	Trenton, N. J.	A. A. Zimmerman	1st.
" 1	"	"	"	1st.
" 1	"	"	"	1st.
" 4	1/4	Clifton, N. J.	"	1st.
" 4	1/4	"	"	1st.
" 4	1	"	"	1st.
" 4	2	"	"	1st.
" 8	10	New York City	"	1st.
" 15	1/2	Rockville, Conn.	"	3d.
" 15	1	"	"	1st.
" 15	1-Mile handicap	"	"	3d.
" 21	1-Mile open	Asbury Park, N. J.	"	1st.
" 21	1-Mile handicap	"	"	1st.
" 22	1/2-Mile open	"	"	1st.
" 22	1	"	"	1st.
" 29	1	"	"	1st.
" 29	5	"	"	1st.
Aug. 1	1/2-Mile handicap	Detroit, Mich.	"	1st.
" 1	3-Mile open lap	"	"	2d.
" 2	1-Mile open	"	"	1st.
" 2	1/2	"	"	1st.
" 2	1/2	"	"	1st.
" 7	1/2	Chicago, Ill.	"	1st.
" 7	1/2-Mile handicap	"	"	4th.
" 7	1-Mile open	"	"	1st.
" 8	1/2	"	"	1st.
" 8	2-Mile lap	"	"	1st.
" 9	1/2-Mile open	"	"	1st.
" 9	1/2	"	"	1st.
" 10	1/2	"	"	1st.
" 10	1-Mile Nat. Cham.	"	"	1st.
" 11	10 Kilometers, Int. Championship	"	"	1st.
" 11	1/2-Mile open	"	"	1st.
" 11	2-Mile team	"	"	1st.
" 12	1/2-Mile open	"	"	1st.
" 12	1-Mile Int. Chmp.	"	"	1st.
" 14	1/2-Mile open	Milwaukee, Wis.	"	1st.
" 14	1-Mile international	"	"	1st.
" 15	1/2-Mile open	"	"	1st.
" 15	1	"	"	1st.
" 15	1-Mile international	"	"	1st.
" 17	1-Mile open	Ripon, Wis.	"	1st.
" 17	1/2-Mile international	"	"	1st.
" 17	1/2-Mile open	"	"	1st.
" 18	1/2	"	"	1st.
" 18	5	"	"	1st.
" 18	1-Mile international	"	"	1st.
" 24	1/2-Mile open	Indianapolis, Ind.	"	2d.
" 24	1-Mile international	"	"	1st.
" 26	1/2-Mile open	Cincinnati, O.	"	1st.
" 26	1-Mile international	"	"	1st.
" 26	1-Mile open	"	"	1st.
" 29	1/2	Cleveland, O.	"	1st.
" 29	1	"	"	1st.
" 29	1/2	"	"	1st.
" 29	3-Mile lap	"	"	1st.
" 30	1/2-Mile open	"	"	1st.
" 30	1	"	"	1st.
" 30	1/2	"	"	1st.
" 30	2-Mile lap	"	"	1st.
Sept. 1	1-Mile open	Painesville, O.	"	1st.
" 2	1/2	Cleveland, O.	"	1st.
" 2	1	"	"	1st.
" 4	2	Columbus, O.	"	1st.
" 4	1	"	"	1st.
" 4	1/2	"	"	1st.
" 5	2	"	"	1st.
" 5	1	"	"	1st.
" 5	3-Mile lap	"	"	1st.
" 6	1/2-Mile open	Springfield, O.	"	1st.
" 6	1	"	"	1st.
" 13	1/2	Springfield, Mass.	"	1st.
" 13	1-Mile international	"	"	5th.

Dunlop and P.

Date, 1893.	Event.	Held at	Winner.	Place.
April 7	1/4-Mile open	Savannah, Ga.	Harry Wheeler	1st.
" 7	1	"	"	2d.
" 7	1-Mile handicap	"	"	1st.
" 8	1/2	"	"	1st.
" 8	3	"	"	1st.
" 8	1/2-Mile open	"	"	2d.
" 9	1	"	"	2d.
" 9	1-Mile handicap	"	"	1st.
" 11	1/2-Mile open	"	"	2d.
" 11	1-Mile handicap	"	"	1st.
" 11	3	"	"	2d.
" 11	1/2-Mile open	"	"	2d.
" 27	1/2	Cohoes, N. Y.	"	3d.
" 27	5	"	"	1st.
" 30	1	Asbury Park, N. J.	M. A. Allen	1st.
" 30	2	"	"	1st.
" 30	1	"	Harry Martin	1st.
" 30	1	Waltham, Mass.	H. C. Tyler	2d.
" 30	1	"	"	3d.
June 2	1	"	"	3d.
July 1	1/2	Brooklyn, N. Y.	"	1st.
June 24	1	Waltham, Mass.	W. W. Windle	1st.
" 24	1	"	"	2d.
July 1	1	Brooklyn, N. Y.	"	1st.
" 4	1	Pittsfield, Mass.	E. G. Combs	2d.
" 4	5-Mile handicap	"	"	1st.
Sept. 2	1/2-Mile open	"	"	1st.
" 4	1/2	"	"	2d.
" 4	2-Mile handicap	"	"	1st.
" 4	1-Mile open	"	"	1st.
May 17	1/4	Savannah, Ga.	D. G. Farmer	1st.
" 17	1	"	"	1st.
July 16	10	"	"	1st.
" 8	1-Mile Novice	New York City	R. M. Macdonald	1st.
May 27	1-Mile handicap	Cohoes, N. Y.	O. H. Munroe	1st.
" 27	1-Mile open	"	"	1st.
" 27	1	"	"	1st.
July 22	2	Mechanicsville	"	1st.
" 24	1	Troy, N. Y.	"	1st.
" 24	3	"	"	3d.
Aug. 16	1	Bennington, Vt.	"	1st.
Sept. 4	1	Savannah, Ga.	N. R. Osborne	1st.
" 4	1/2	"	"	1st.
" 4	1/2	"	"	1st.
July 27	1-Mile handicap	Asbury Park, N. J.	James Willis	3d.
Sept. 4	1	Rahway, N. J.	"	2d.
" 26	2	Scranton, Pa.	"	1st.
" 26	1-Mile open	"	"	2d.
" 26	2	"	"	1st.
Oct. 9	1/2-Mile handicap	Trenton, N. J.	"	2d.
" 9	1	"	"	1st.
Sept. 18	1	Waverley, N. Y.	"	1st.
" 18	2	"	"	1st.
" 23	2	Flushing, L. I.	"	1st.
No date	10-Mile h'cap rd. race	Elizabeth, N. J.	"	1st.
June 17	1/4-Mile open	Charleston, S. C.	Isaac Baird	1st.
" 17	1/2	"	"	1st.
" 17	1	"	"	1st.
" 17	1	"	"	1st.
July 4	1/2	"	"	1st.
" 4	1	"	"	1st.
" 4	1	"	"	1st.
" 27	1/4	Atlanta, Ga.	"	1st.
" 27	2-Mile handicap	"	"	1st.
" 27	10	"	"	1st.
Feb. 22	1-Mile open	Savannah, Ga.	"	1st.
" 22	1/2	"	"	1st.
" 22	1/4	"	"	1st.
" 23	1/2	"	"	1st.
" 23	1	"	"	1st.
" 23	2	"	"	1st.
" 23	1	"	W. J. Baird	1st.
" 23	3-Mile handicap	"	"	1st.
June 1	1/2	Charleston, S. C.	"	1st.
" 1	2	"	"	1st.
July 4	1/2	"	"	2d.
" 4	1	"	"	2d.
" 4	1/2-Open	"	"	2d.
Aug. 8	1/4-Mile open	Baltimore, Md.	N. E. Clapp	1st.
" 8	1/2	"	"	1st.
Sept. 25	10 Mile road race	Washington, D. C.	"	1st.
July 4	1-Mile 2:40 class	Charleston, S. C.	M. H. Clarke	1st.

## Records beaten on Dunlop Tires during 1893, in England:

Miles.	Bicycle.	H. M. S.	Tricycle.	H. M. S.
f.s. 1/4	A. W. Harris	27 1/2	L. Stroud	31 1/2
1/4	"	31 1/2	F. Bramson	35
1/4	"	"	L. Stroud	33 1/2
1/2	F. G. Bradbury	1 03 1/2	A. F. Isley	1 13 1/2
1/2	A. W. Harris	1 01 1/2	L. Stroud	1 13
1/2	F. Pope	1 33 1/2	A. F. Isley	1 51 1/2
3/4	A. W. Harris	1 32 1/2	L. Stroud	1 50 1/2
1	"	2 07 1/2	A. F. Isley	2 28 1/2
1	F. Pope	2 05	L. Stroud	2 28
1	A. W. Harris	2 04 1/2	"	"
2	R. A. Vogt	4 47 1/2	L. Stroud	5 16 1/2
2	A. W. Harris	4 20	"	5 12 1/2
3	R. A. Vogt	7 13 1/2	"	7 55 1/2
3	J. W. Stocks	6 55 1/2	"	7 47 1/2
3	F. Pope	6 35 1/2	"	"
4	R. A. Vogt	9 43 1/2	H. Arnold	10 57 1/2
4	G. E. Osmond	9 35	L. Stroud	10 36 1/2
4	J. W. Stocks	9 20 1/2	"	10 23 1/2
4	"	9 14 1/2	"	"
5	R. A. Vogt	12 11 1/2	H. Arnold	13 40
5	A. W. Harris	12 09	L. Stroud	13 18
5	G. E. Osmond	12 03 1/2	"	13 01 1/2
5	J. W. Stocks	11 41 1/2	"	"
5	"	11 36 1/2	"	"
5	F. Pope	11 33 1/2	"	"
6	R. A. Vogt	14 41 1/2	H. Arnold	16 25 1/2
6	G. E. Osmond	14 27 1/2	L. Stroud	15 57 1/2
6	J. W. Stocks	14 04 1/2	"	15 46 1/2
6	"	13 54 1/2	"	"
7	R. A. Vogt	17 12 1/2	H. Arnold	19 08 1/2
7	J. W. Stocks	16 34 1/2	L. Stroud	18 34 1/2
7	"	16 12 1/2	"	18 26 1/2
8	R. A. Vogt	19 40 1/2	H. Arnold	21 55 1/2
8	J. W. Stocks	18 44	L. Stroud	21 14 1/2
8	"	18 36 1/2	"	21 06 1/2
9	R. A. Vogt	22 07 1/2	H. Arnold	24 34 1/2
9	J. W. Stocks	21 05 1/2	L. Stroud	23 58 1/2
9	"	20 58 1/2	"	23 12 1/2
10	R. A. Vogt	24 34	H. Arnold	27 38 1/2
10	J. W. Stocks	23 30 1/2	L. Stroud	26 34 1/2
10	"	23 20	"	26 24 1/2
11	"	25 50 1/2	H. Arnold	30 31 1/2
11	"	25 43 1/2	L. Stroud	29 03 1/2
12	"	27 58 1/2	H. Arnold	33 19 1/2
12	"	"	L. Stroud	31 48 1/2
13	J. W. Stocks	30 42 1/2	H. Arnold	36 09 1/2
13	"	30 23	L. Stroud	34 28 1/2
14	"	33 06 1/2	H. Arnold	39 00 1/2
14	"	32 56 1/2	L. Stroud	37 22 1/2
15	"	35 38 1/2	H. Arnold	41 50 1/2
15	"	35 20 1/2	L. Stroud	40 14 1/2
16	"	37 51 1/2	H. Arnold	44 41 1/2
16	"	37 38 1/2	L. Stroud	42 59 1/2
17	"	40 12 1/2	H. Arnold	47 31 1/2
17	"	40 02 1/2	L. Stroud	45 45 1/2
18	"	42 37 1/2	H. Arnold	50 19 1/2
18	"	42 28 1/2	L. Stroud	48 37 1/2
19	"	45 01 1/2	H. Arnold	53 08 1/2
19	"	44 52 1/2	L. Stroud	51 23 1/2
20	"	47 27	H. Arnold	55 59 1/2
20	"	47 17 1/2	L. Stroud	54 10 1/2
21	"	49 55 1/2	H. Arnold	58 46
21	"	49 39	L. Stroud	57 02 1/2
21	"	"	F. T. Bowen	56 49 1/2
22	"	52 19 1/2	L. Stroud	59 42 1/2
22	"	52 01 1/2	F. T. Bowen	59 33 1/2

Miles.	Bicycle.	H. M. S.	Miles.	Bicycle.	H. M. S.
23	J. W. Stocks	54 47 <sup>1</sup> / <sub>2</sub>	44	J. W. Stocks	1 47 55 <sup>1</sup> / <sub>2</sub>
23	"	54 21 <sup>1</sup> / <sub>2</sub>	45	E. Dance	1 58 45 <sup>1</sup> / <sub>2</sub>
24	"	57 12 <sup>1</sup> / <sub>2</sub>	45	J. W. Stocks	1 50 39 <sup>1</sup> / <sub>2</sub>
24	"	56 45 <sup>1</sup> / <sub>2</sub>	46	E. Dance	2 01 27 <sup>1</sup> / <sub>2</sub>
25	U. L. Lambley	1 04 42 <sup>1</sup> / <sub>2</sub>	46	J. W. Stocks	2 03 25 <sup>1</sup> / <sub>2</sub>
25	J. W. Stocks	59 31 <sup>1</sup> / <sub>2</sub>	47	E. Dance	2 04 15 <sup>1</sup> / <sub>2</sub>
25	"	59 06 <sup>1</sup> / <sub>2</sub>	47	J. W. Stocks	2 05 09 <sup>1</sup> / <sub>2</sub>
26	U. L. Lambley	1 07 18 <sup>1</sup> / <sub>2</sub>	48	E. Dance	2 07 10 <sup>1</sup> / <sub>2</sub>
26	J. W. Stocks	1 01 30 <sup>1</sup> / <sub>2</sub>	48	J. W. Stocks	2 08 58 <sup>1</sup> / <sub>2</sub>
27	U. L. Lambley	1 09 51 <sup>1</sup> / <sub>2</sub>	49	E. Dance	2 10 02 <sup>1</sup> / <sub>2</sub>
27	J. W. Stocks	1 03 57 <sup>1</sup> / <sub>2</sub>	49	J. W. Stocks	2 02 02 <sup>1</sup> / <sub>2</sub>
28	E. Dance	1 12 22 <sup>1</sup> / <sub>2</sub>	50	J. Reilly	2 15 35 <sup>1</sup> / <sub>2</sub>
28	J. W. Stocks	1 06 29 <sup>1</sup> / <sub>2</sub>	50	E. Dance	2 12 38
29	E. Dance	1 14 55 <sup>1</sup> / <sub>2</sub>	50	J. W. Stocks	2 05 45 <sup>1</sup> / <sub>2</sub>
29	J. W. Stocks	1 09 06 <sup>1</sup> / <sub>2</sub>	51	E. Dance	2 15 46 <sup>1</sup> / <sub>2</sub>
30	E. Dance	1 17 34 <sup>1</sup> / <sub>2</sub>	51	J. W. Stocks	2 08 51 <sup>1</sup> / <sub>2</sub>
30	J. W. Stocks	1 11 40 <sup>1</sup> / <sub>2</sub>	52	E. Dance	2 18 10 <sup>1</sup> / <sub>2</sub>
31	E. Dance	1 20 24 <sup>1</sup> / <sub>2</sub>	52	J. W. Stocks	2 11 48 <sup>1</sup> / <sub>2</sub>
31	J. W. Stocks	1 14 09 <sup>1</sup> / <sub>2</sub>	53	E. Dance	2 21 01 <sup>1</sup> / <sub>2</sub>
32	E. Dance	1 23 00 <sup>1</sup> / <sub>2</sub>	53	J. W. Stocks	2 14 39 <sup>1</sup> / <sub>2</sub>
32	J. W. Stocks	1 16 39 <sup>1</sup> / <sub>2</sub>	54	E. Dance	2 23 50 <sup>1</sup> / <sub>2</sub>
33	E. Dance	1 25 47 <sup>1</sup> / <sub>2</sub>	54	J. W. Stocks	2 17 29 <sup>1</sup> / <sub>2</sub>
33	J. W. Stocks	1 19 10 <sup>1</sup> / <sub>2</sub>	55	E. Dance	2 26 42 <sup>1</sup> / <sub>2</sub>
34	U. L. Lambley	1 28 32 <sup>1</sup> / <sub>2</sub>	55	J. W. Stocks	2 20 28 <sup>1</sup> / <sub>2</sub>
34	J. W. Stocks	1 21 44 <sup>1</sup> / <sub>2</sub>	56	E. Dance	2 29 35
35	U. L. Lambley	1 31 12 <sup>1</sup> / <sub>2</sub>	56	J. W. Stocks	2 23 37 <sup>1</sup> / <sub>2</sub>
35	J. W. Stocks	1 24 16 <sup>1</sup> / <sub>2</sub>	57	E. Dance	2 32 35 <sup>1</sup> / <sub>2</sub>
36	U. L. Lambley	1 33 53 <sup>1</sup> / <sub>2</sub>	57	J. W. Stocks	2 26 43 <sup>1</sup> / <sub>2</sub>
36	J. W. Stocks	1 26 56 <sup>1</sup> / <sub>2</sub>	58	E. Dance	2 35 34 <sup>1</sup> / <sub>2</sub>
37	U. L. Lambley	1 36 28 <sup>1</sup> / <sub>2</sub>	58	J. W. Stocks	2 29 47 <sup>1</sup> / <sub>2</sub>
37	J. W. Stocks	1 29 31 <sup>1</sup> / <sub>2</sub>	59	E. Dance	2 38 37 <sup>1</sup> / <sub>2</sub>
38	U. L. Lambley	1 39 06 <sup>1</sup> / <sub>2</sub>	59	J. W. Stocks	2 32 48 <sup>1</sup> / <sub>2</sub>
38	J. W. Stocks	1 32 18 <sup>1</sup> / <sub>2</sub>	60	E. Dance	2 41 16 <sup>1</sup> / <sub>2</sub>
39	U. L. Lambley	1 41 46 <sup>1</sup> / <sub>2</sub>	60	J. W. Stocks	2 35 53 <sup>1</sup> / <sub>2</sub>
39	J. W. Stocks	1 34 48 <sup>1</sup> / <sub>2</sub>	61	E. Dance	2 43 55 <sup>1</sup> / <sub>2</sub>
40	U. L. Lambley	1 44 29 <sup>1</sup> / <sub>2</sub>	62	E. Dance	2 46 46 <sup>1</sup> / <sub>2</sub>
40	J. W. Stocks	1 37 21 <sup>1</sup> / <sub>2</sub>	62	J. W. Stocks	2 42 35
41	U. L. Lambley	1 47 15 <sup>1</sup> / <sub>2</sub>	63	E. Dance	2 49 35 <sup>1</sup> / <sub>2</sub>
41	J. W. Stocks	1 39 58 <sup>1</sup> / <sub>2</sub>	63	J. W. Stocks	2 45 40
42	U. L. Lambley	1 50 11 <sup>1</sup> / <sub>2</sub>	64 to 100	E. Dance (64) (100)	2 52 34 <sup>1</sup> / <sub>2</sub>
42	J. W. Stocks	1 42 33 <sup>1</sup> / <sub>2</sub>	100	"	4 43 58 <sup>1</sup> / <sub>2</sub>
43	U. L. Lambley	1 52 59 <sup>1</sup> / <sub>2</sub>	106 to 152	K. Schwemmer (152)	4 55 29 <sup>1</sup> / <sub>2</sub>
43	J. W. Stocks	1 45 10 <sup>1</sup> / <sub>2</sub>		"	7 21 53 <sup>1</sup> / <sub>2</sub>
44	U. L. Lambley	1 55 52 <sup>1</sup> / <sub>2</sub>			



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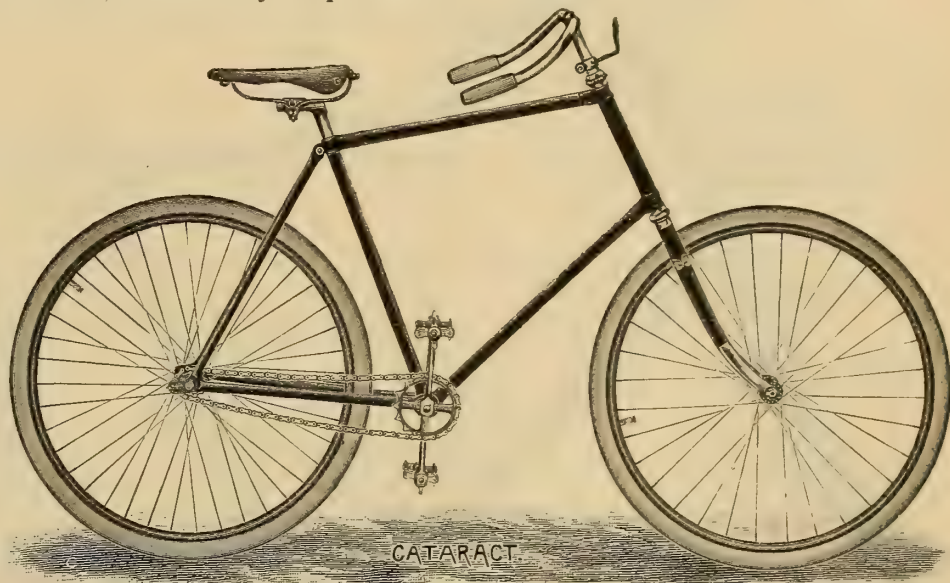
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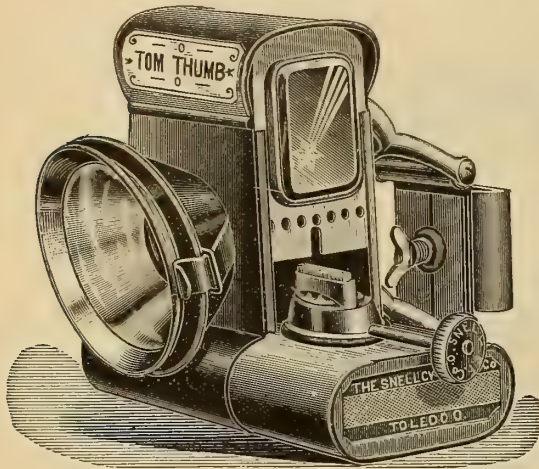
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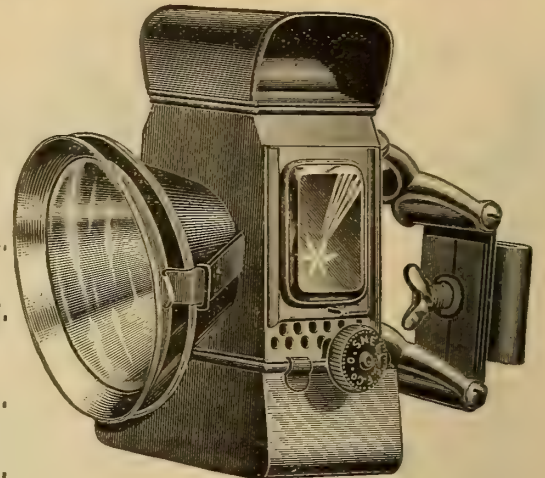
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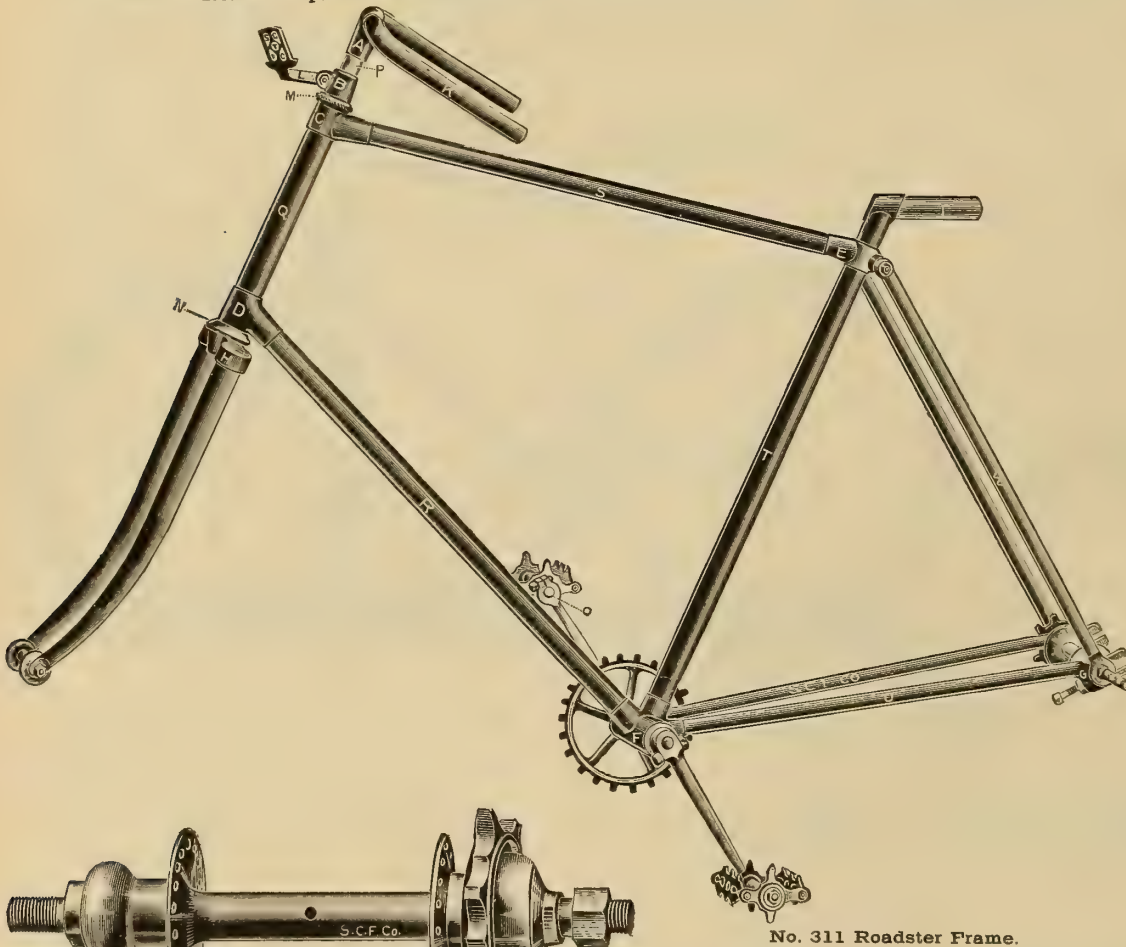


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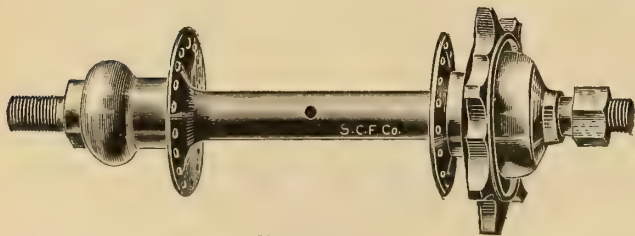
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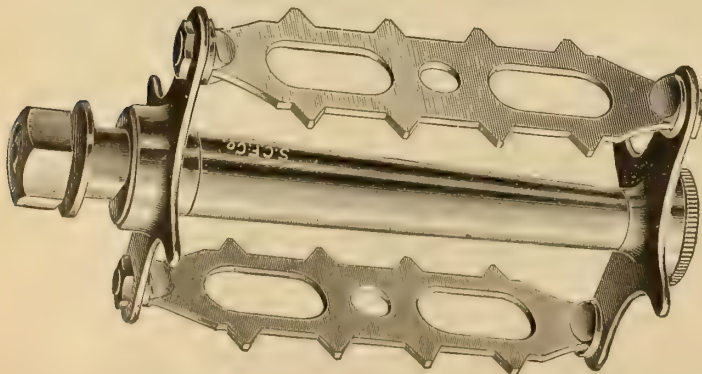
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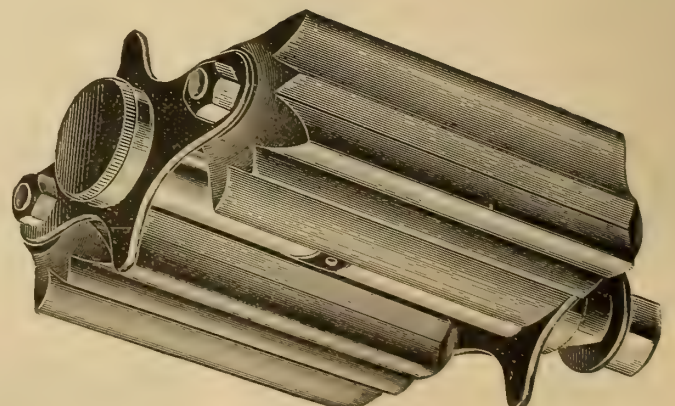
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MENTION THE BEARINGS



Rubber Pedal.

Write for prices on anything  
you want in the line of  
Cycle Fittings.

**Snell**  
Cycle  
Fittings  
Co. \_\_\_\_\_

Office and Factory:  
**TOLEDO, OHIO.**



**First Award and Diploma**

COLUMBIAN EXPOSITION,

With particular reference to Crank-Box  
and Bearings, and Excellence of Design

. . THE ONLY MAKERS OF HIGH-GRADE . .  
BICYCLES DURING THE YEAR 1893 WHO  
. . DISPOSED OF THEIR ENTIRE SEASON'S . .  
OUTPUT THROUGH THE MEDIUM OF THEIR  
. . REGULAR AGENTS . THIS IS A FACT . .

RALPH TEMPLE  
WILL BE IN CHARGE  
SPACE 51,  
NEW YORK CYCLE SHOW  
MADISON SQUARE  
GARDEN.

The Best Wheel for 1894 is the

# HALLADAY-TEMPLE SCORCHER

How Best? "Best in Design and Construction."

**ROUSE, HAZARD & CO.**

PEORIA, ILL.

GENERAL DISTRIBUTING AGENTS

**E. C. Meacham Arms Co.**

ST. LOUIS, MO.

GENERAL DISTRIBUTING AGENTS



**The Geo. Worthington Co.**

CLEVELAND, O.

Distributing Agents for Michigan,  
Ohio, North half Pennsylvania,  
and N. Y. State west of Syracuse.

**C. W. BURGMAN**

LOGANSPORT, IND.

State Agent in Indiana and Kentucky

Readers---correspond with us. The best wheel should have the best agents!

MANUFACTURERS:

**Marion Cycle Co.**

MARION, IND.

MANUFACTURERS' AGENT:

**RALPH TEMPLE,**

158 22d Street, CHICAGO.



# Elmore Cycles

A 32-lb. Roadster.

A 35-lb. Ladies' Wheel.

In 1893 we enjoyed the reputation of having the best cycle on the market for \$100.00.

We claim to have the best one on the market for '94.



DEALERS WHO SELL ELMORES ARE NOT BOTHERED BY THEIR BEING CONTINUALLY RETURNED—  
ONCE SOLD, THEY ARE HEARD OF AGAIN ONLY WITH PRAISE.



The best seller on the market for '93  
---will prove itself to be in '94.

Secure the agency while you can.

Write for terms.

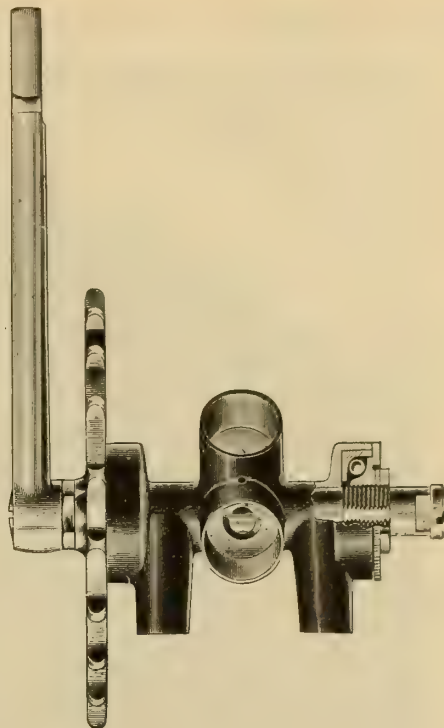
## Elmore Mfg. Co.

ELMORE, OHIO.

MENTION THE BEARINGS







## Brinkerhoff & Co.

Engravers for the Bicycle Trade.

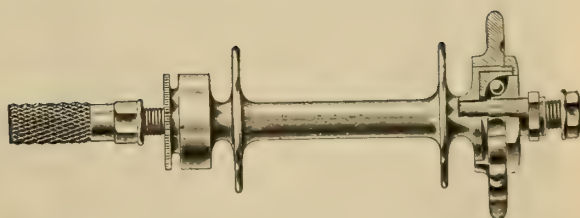
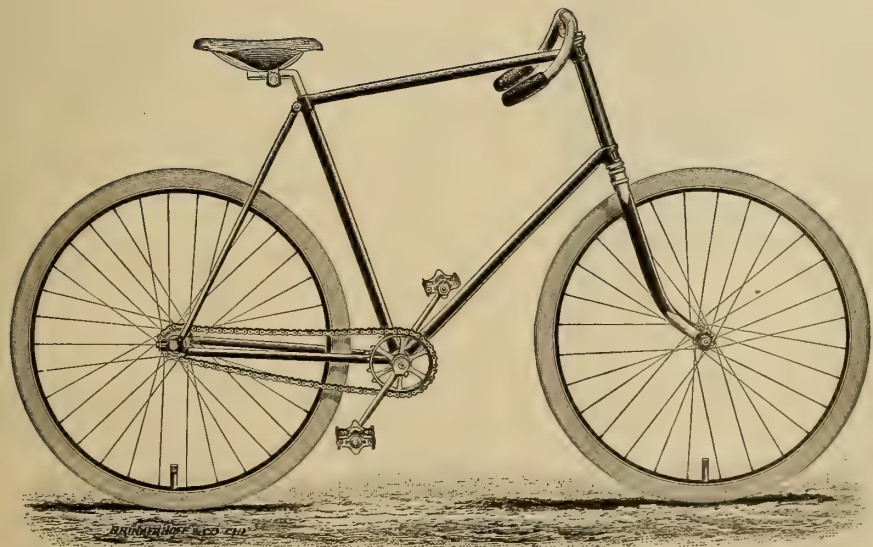
Half Tone Work and  
Electrotyping.

Our Great Specialty...

Wood Engravings of Wheels,  
Parts, and Sundry Work;  
Cards, Covers, etc.



325 Dearborn Street, Chicago.



MENTION THE BEARINGS



THE  
**BEARINGS**  
CYCLING  
AUTHORITY  
AMERICA

# M<sup>c</sup>KEE & HARRINGTON

175 GRAND STREET,  
NEW YORK.

FACTORY:  
LYNDHURST, N. J.



## RECORDS!

YES, WE HAVE THEM!

WE HAVE

## SCORED 176 FIRSTS

TO OUR CREDIT THIS SEASON.  
OFTEN LEADING THE PROCESSION  
IN 1-2-3 ORDER.

MANY TIMES HAVE SCORED 5 OUT  
OF 6 EVENTS.

BUT THE FIRSTS WE VALUE MOST ARE THESE:

FIRST IN LIGHT WEIGHT.  
FIRST IN LAP BRAZING.  
FIRST IN WOOD RIMS.

SIMMONS HDW., CO. ST. LOUIS.  
WESTERN AGENTS

MENTION THE BEARINGS



OUR WHEELS  
HAVE  
ALWAYS  
PROVED THIS.

# SUCCESS!

Keep Your Eyes Open! Place no Orders! Wait until You See  
Our '94 Models, and get Our Prices!

AS GOOD AS ANY MADE. AS LIGHT AS YOU WANT. ONE THAT YOU CAN DEPEND UPON.

Motto: "Popular Prices Need no Change!"

WATCH FOR OUR  
LIGHT  
WEIGHTS....



OUR PRICES  
ARE  
RIGHT....

ADVANTAGES OVER OTHER WHEELS:

## LIGHTNESS, STRENGTH, and DURABILITY!

High frame, true tangent spokes, detachable sprocket wheels. Wood rims. Interchangeable pedals and handle-bars. New saddle. Steel tubing and drop steel forgings. Dust-proof ball bearings. Warranted in every respect, including tires.  
Agents wanted. Write for catalogue and terms.

## SEE OUR RACER!

We Shall Exhibit at the New York and Philadelphia Cycle Shows.

# JOHN P. LOVELL ARMS CO., Mfrs., BOSTON, MASS.



# Warwick Cycles

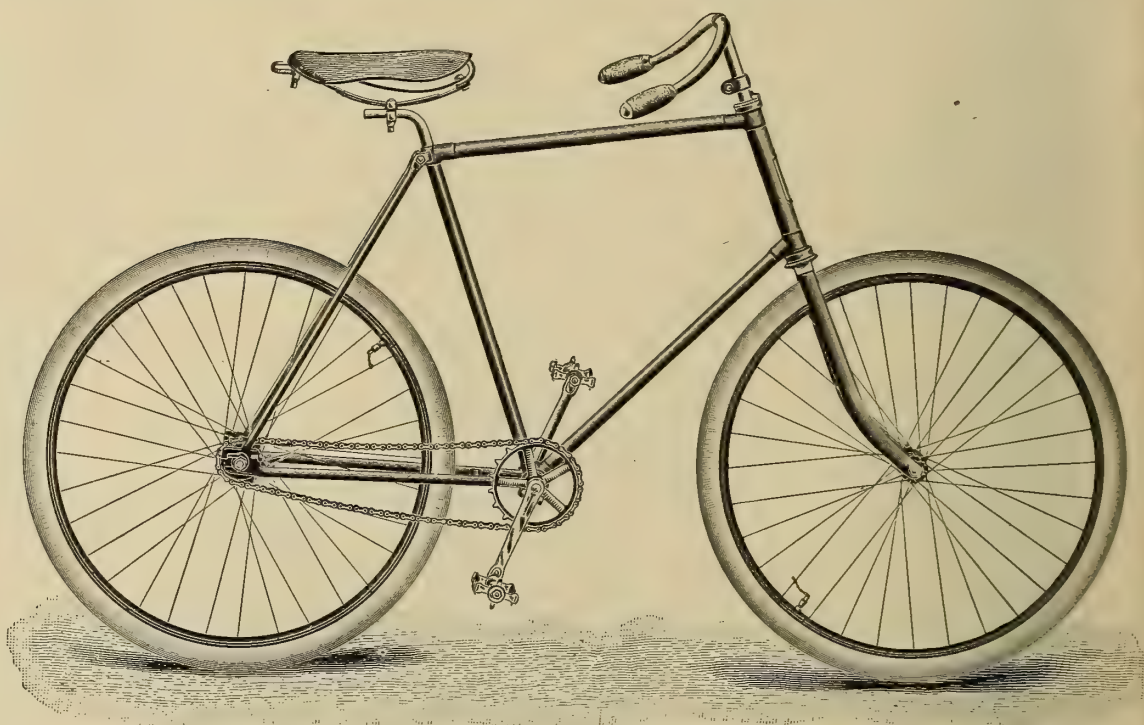
Are Light and Up-to-date in  
every particular.

SEE THE BIG

=7=

New Models

and Prices for '94.



WARWICK MODEL 13.

Model 19	-	-	-	-	-	-	\$125.00
" 18	-	-	-	-	-	-	125.00
" 17	-	-	-	-	-	-	125.00
" 16	-	-	-	-	-	-	115.00
" 15	-	-	-	-	-	-	115.00
" 14	-	-	-	-	-	-	100.00
" 13	-	-	-	-	-	-	100.00

13=19

ALL IN THE TEENS.

Note the fact that the gentlemen's wheels have odd numbers, and the ladies' even numbers.

The demure Miss 14; the attractive 16; the more adult 18. In this connection we wish to remark that our factory is not surpassed anywhere, and we are pushing ahead, turning out bicycles that must be recognized as the standard of **high grade** production; and are not excelled.

Wood rims of our own make are now ready. We shall use either steel or wood rims on models 15, 16, 17, 18, 19, as desired.



OUR CATALOGUE IS ABOUT TO BE ISSUED, AND WE WANT YOUR NAME ON OUR MAILING LIST.



WARWICK CYCLE MFG. CO.

Office and Factory = Springfield, Mass.

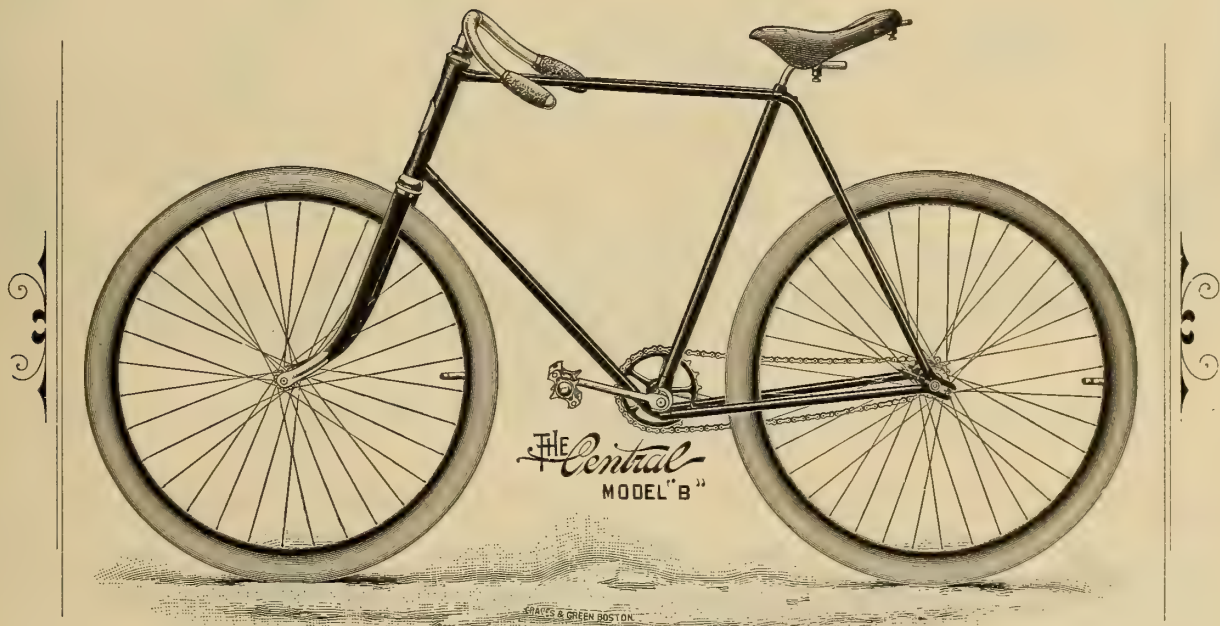


# READ THIS AD.

## A DECIDED CHANGE

— IN —

## Models. Prices. Methods.



CENTRAL Model "B" - 22 to 28 Pounds.

WRITE FOR NEW CATALOGUE---DEALERS ONLY.

# CENTRAL CYCLE MFG. CO.

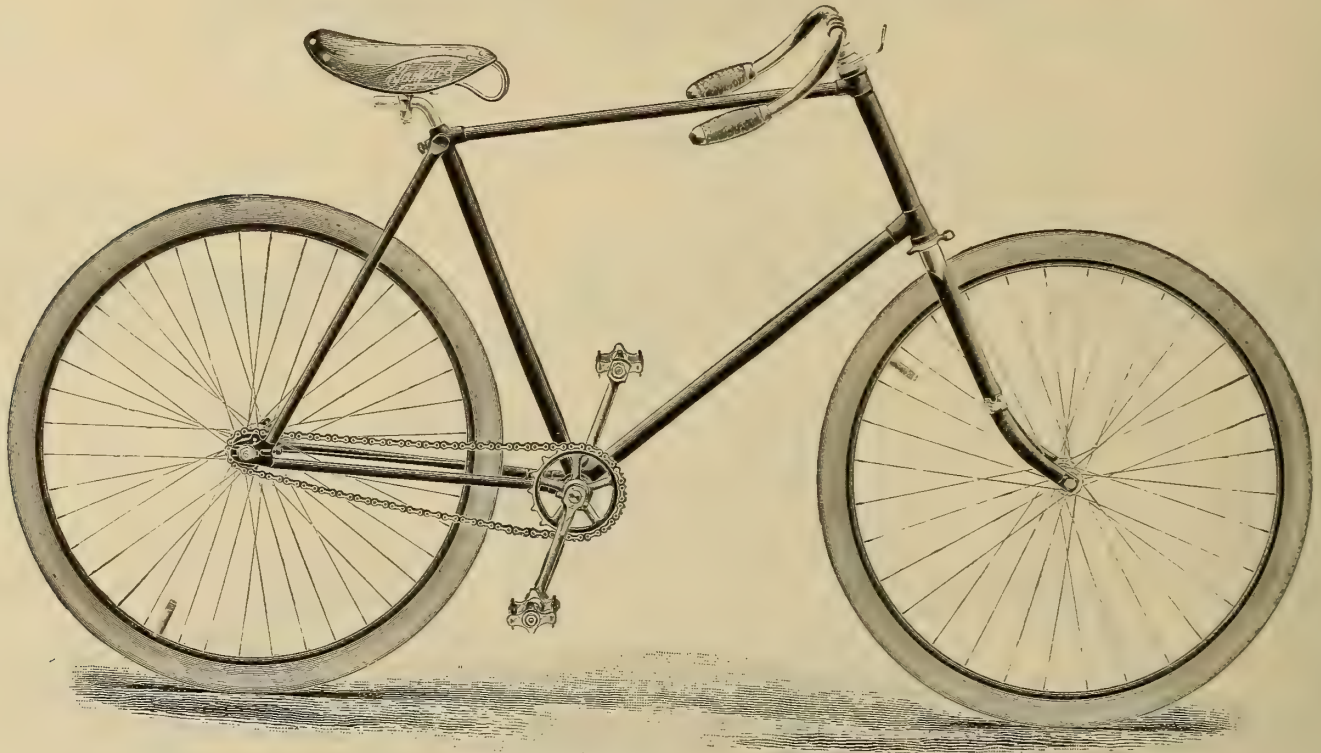
INDIANAPOLIS, IND.

MENTION THE BEARINGS



# St. Nicholas Again.

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The VARSITY, our Highest-Grade Bicycle, Weight 30 Pounds, List \$125.00

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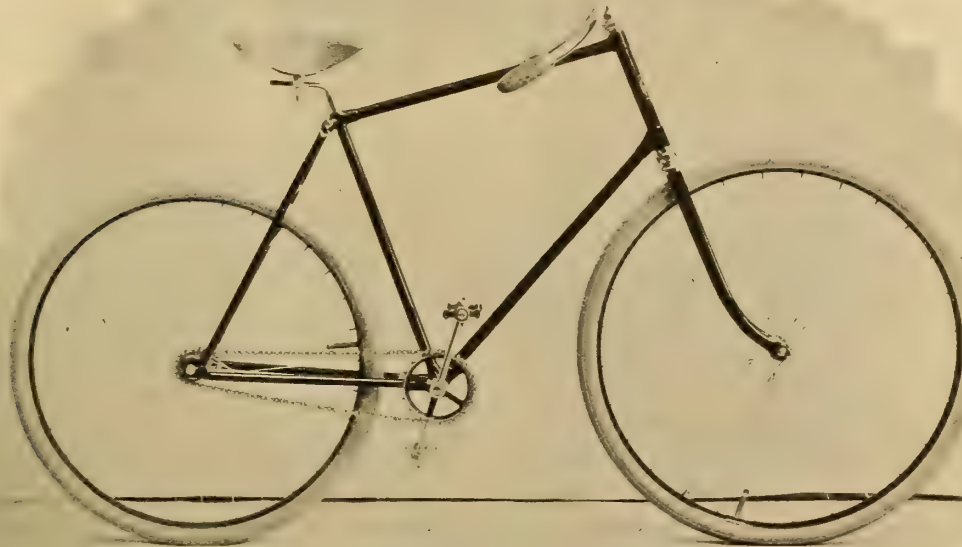
We now have entire control of the product of the St. Nicholas Mfg. Co. for all the United States and can offer inducements to responsible parties. The line is greatly improved for '94. Eighteen sizes and styles, listing from \$20 to \$125. Correspondence solicited. Advance sheets now ready.

---

## Hibbard, Spencer, Bartlett & Co.

..... CHICAGO. ....





## Brooklyn Bridge...

Was first proposed by Col. Julius W. Adams in 1865.

# - The - Royal Limited

Was proposed for Riders who  
desired

Strength, Durability, and Lightness,

and well fulfills its mission.



## Responsible and Reliable Dealers

Will find it to their advantage  
not to overlook the Royal Limited  
in placing their '94 orders.  
This machine does not eat up  
your profits in the repair shop.



Send your name for Catalogue.



# ROYAL CYCLE WORKS,

MARSHALL,  
MICH.

MENTION THE BEARINGS



# Merry, Merry Christmas

The '94 season will soon be here. Do you know what wheel you will sell next year? There's a lot to pick from. Some good; some not so good. But you can be sure they will **all** be advertised as the "Best on Earth." Do you know what the prices will be? We have decided on ours, and can't change them even if the "Big 3" **should** list their '94 wheels at \$150.00. By the way, **will** the "Big 3" combine? We don't know, do you?



## Have You Tried

to find out? Nearly every one else has. We are ready to talk **business** to any dealer in the United States who is responsible, and who resides in territory not already occupied. If you are looking for a good wheel to ride or sell, made by a concern of nearly 5 years' experience, and a wheel that will surely please you and your customer, don't pass the

## New Clippers

THE LINE IS NOW COMPLETED AND THIS  
IS ONE OF THEM.



There are four more, but not one looks  
any worse than this.

ESTABLISHED 1889.

**Grand Rapids Cycle Co.,**

GRAND RAPIDS, MICH.



# GENDRON CYCLES.



SEMI-RACER, No. 17, \$125.00



ROADSTER, No. 15, \$130.00



LADIES, No. 14, \$135.00

## POINTS OF MERIT Proven by a Season's Test and by World's Fair Awards.

**SUPERIOR CONSTRUCTION AND EXCELLENCY OF WORKMANSHIP.**

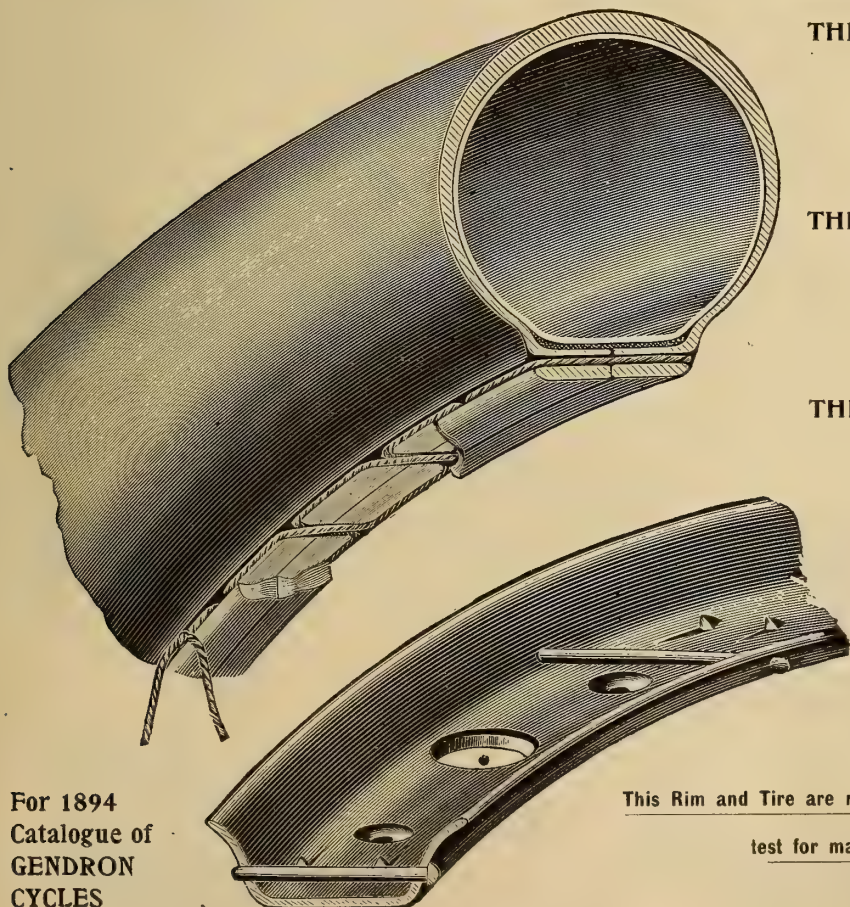
BEARINGS GROUND ACCURATELY TRUE AFTER BEING HARDENED, RENDERING POSSIBLE PERFECT ADJUSTMENT AND REDUCING FRICTION TO ITS LOWEST MINIMUM. THIS, TOGETHER WITH THE CONSTRUCTION OF THE REAR HUB, ACCOUNTS FOR THE REMARKABLY EASY RUNNING OF "GENDRON" BICYCLES.

NO FORGINGS USED IN CRANK SHAFT SLEEVE, HEAD, OR FORK CROWN.

LIGHT IN WEIGHT, YET ADAPTABLE TO THE VERY HEAVIEST MEN AND LADY RIDERS.

WARRANTED TO BE UNSURPASSED IN CONSTRUCTION, MATERIAL, AND WORKMANSHIP.

## The Buckeye Pneumatic Tire.



**THE AIR TUBE** is endless and is completely encircled by the outer cover, thus making it impossible for the inner tube to burst or spring a leak, because it is evenly pressing against a smooth circular wall. There is also a bridge strip across the seam at the base of the outer cover.

**THE OUTER COVER** is split at its base and laced all around, but in eight sections, so that when punctured only one section need be unlaced. The lacing holes through the base and the side grooves enditching the cord are vulcanized in the mold.

**THE RIM** is light, yet very strong. The nipples holes are embossed instead of being countersunk. The valve stem hole is flanged out, which avoids cutting the stem and strengthens the rim. There is a double row of rasp-shaped teeth all around the bottom of the rim which prevents creeping of the tire. It also has two pins (one on each side of the valve stem) passing through the sides of the rim and through the lacing holes of the tire. Either one of these devices alone will prevent the creeping of the tire.

For 1894  
Catalogue of  
GENDRON  
CYCLES

This Rim and Tire are not a new thing as they have been in constant use under the severest test for many months past and no faults whatever have developed.

Write to... **GENDRON IRON WHEEL CO., Toledo, Ohio.**

MENTION THE BEARINGS

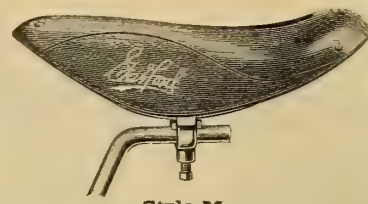




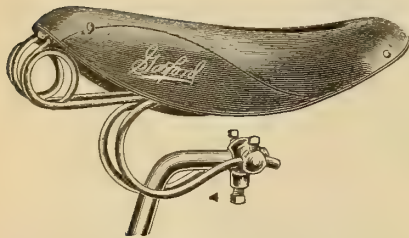
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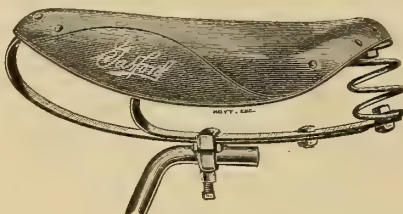
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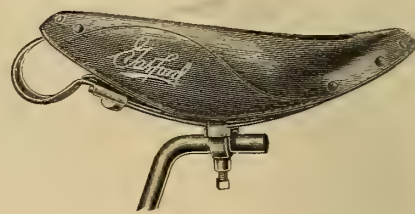
Style M.



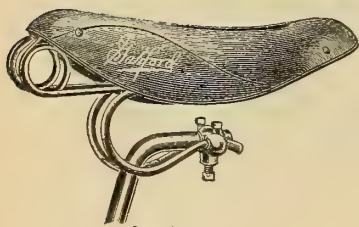
Style B.



Style C.



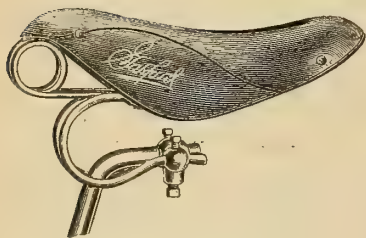
Style E.



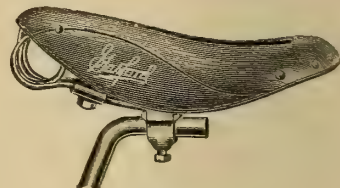
Style B-2



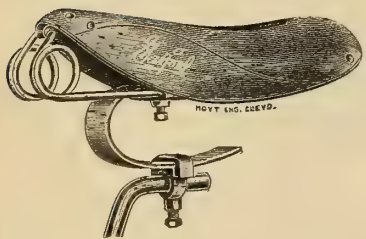
Style F.



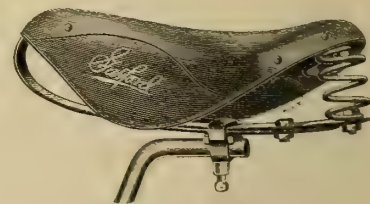
Style B-3.



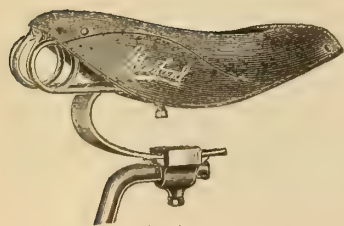
Style E-4.



Style A-2.



Style C-3.



Style A-4.



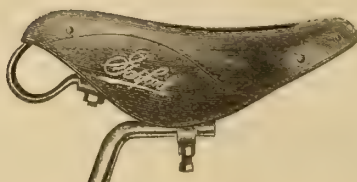
Style A.



Style C-2.



Style B-2.



Style E-3.



Style F-2.

## Garford Mfg. Co.

ELYRIA, OHIO.

We claim the following points of superiority  
over other makes:

Correctness of Design,  
Superiority in Material and  
Workmanship,  
Elegance in Finish.

## R. B. McMullen & Co.

SELLING AGTS. CHICAGO, ILL.

MENTION THE BEARINGS.



# Extra Announcement!

We desire to advise the Trade early in regard to the

## SEASON OF 1894

And the Popular and Well-Known

# WESTERN WHEEL WORKS WHEELS

That we have been appointed

## Sole Distributing Agents

For the Territory comprised in the following States, viz.:

Michigan, Wisconsin, Minnesota, North Dakota, South  
Dakota, Northern Illinois, and Northern Iowa.

---

*We shall be ready early with new lines of these popular goods containing all  
the latest improvements; and solicit correspondence from  
dealers and agents.*

---

# Thorsen & Cassady Co.

141-143 Wabash Ave, CHICAGO.



# Now We Are Ready...

What For?

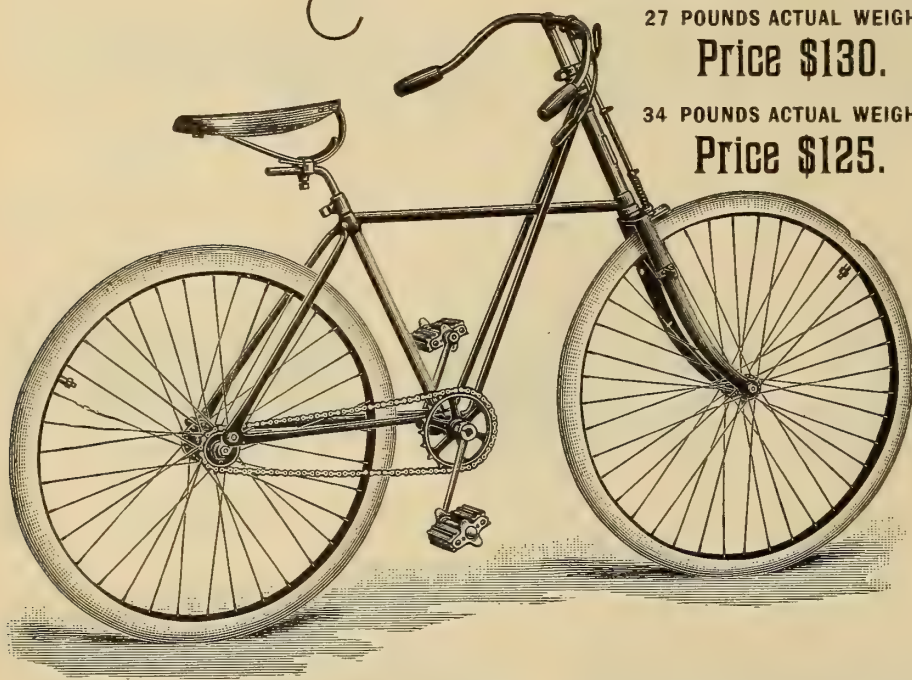
To Talk Business for 1894.

27 POUNDS ACTUAL WEIGHT.

Price \$130.

34 POUNDS ACTUAL WEIGHT.

Price \$125.



## NEVERSINK.

We were handicapped during 1893; we could take but a small portion of the orders intrusted to us; but with largely increased facilities we will try to accommodate you; so send in your application before the territory is all taken.

## STORMER.

26 POUNDS ACTUAL WEIGHT.

Price \$105.

33 POUNDS ACTUAL WEIGHT.

Price \$100.



Our Ladies' Wheels are unsurpassed. Write for catalogue and examine our variety of wheels. Get our terms to agents and be convinced that our wheels are the best, cheapest, most durable, and, above all, the most elastic than any other wheel manufactured.

*Remember, we never had one word of complaint of wheel straining, breaking, or giving way in any particular. Can you find a better record among other manufacturers.*

# Metropolitan Cycle Co., Reading, Pa.

MENTION THE BEARINGS



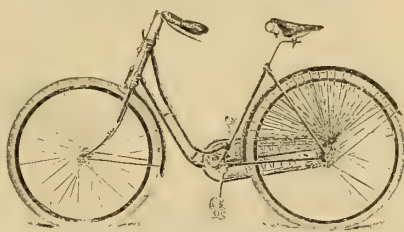
# THE FALCON '94 PATTERNS.

They are Leaders---Popular Prices and Quality make them such.

Look at this, our line for '94, and see if they don't suit you.



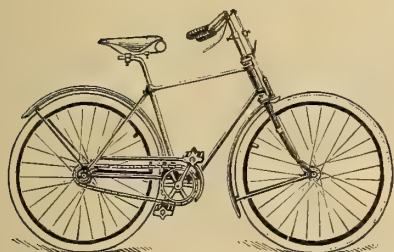
GENT'S ROAD WHEEL, Weight 32 Pounds.  
PRICE \$100.00



LADIES' WHEEL, Weight 35 Pounds.  
PRICE \$100.00



YOUTHS' DIAMOND FRAME, Weight 28 Pounds.  
PRICE \$65.00



YOUTHS' DIAMOND FRAME, Weight 28 Pounds.  
PRICE \$50.00



COMBINATION BOYS' AND GIRLS' WHEEL.  
Weight 33 Pounds.  
PRICE - \$65.00



COMBINATION BOYS' AND GIRLS' WHEEL.  
Weight 33 Pounds.  
PRICE - \$50.00

THERE ARE NONE THAT ARE MADE ANY BETTER, OR OF BETTER MATERIAL, OR THAT AVERAGE LESS IN WEIGHTS.  
SEE OUR NEW TIRE AND ADJUSTABLE HANDLE-BAR.

If any one doubts the quality of the **FALCON** wheels, because of the price, we are ready to make good our assertions. Address us for '94 catalogue, which we will be pleased to send. We are looking for you, if you have the qualities we are looking for—**PUSH and ENERGY.**

MESSRS. KINGMAN & CO., Western Agents, in the following territory: Illinois (except Chicago), Iowa, Southern Minnesota, South Dakota, Nebraska, Kansas, Western Kentucky and Tennessee, Indian Territory, Oklahoma, and Cherokee Strip.

Look for our Exhibit at the Cycle Show in New York in January.

ADDRESS... **THE YOST MFG. CO., TOLEDO, OHIO.**

YOST STATION.

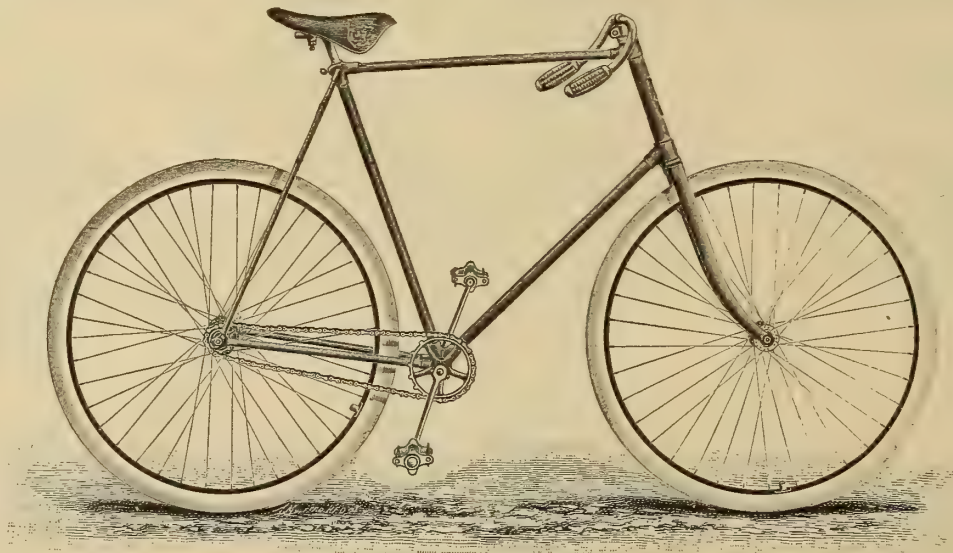
N. B.—Our Adjustable Handle-Bar and Metallic-Fastened Tires please the Riders.  
See Catalogue. Mention "The Bearings."



# A. F. Shapleigh Hardware Co.

ESTABLISHED in St. Louis 51 YEARS AGO.

We wish to announce that after conducting the hardware business for 48 years without handling bicycles, we have concluded to add them to our line, after touching them lightly last year with satisfactory results. We have now perfected arrangements with the Syracuse Cycle Co. to handle Syracuse bicycles, and have been appointed their agents for the south and west, and are prepared to fill orders from our store promptly at manufacturers' prices.



**Syracuse  
Pacer**

**\$150. 24 Lbs.**

**Crimson Rims,  
Wood or Steel.**

## Look out for the Syracuse for '94!

They are hummers, and their crimson rims will always be with the leaders.

SYRACUSE BICYCLES WILL LIST AT

**\$150.00    \$135.00    \$125.00    \$100.00**

and are all Beauties.    Weight from 24 to 32 pounds.    Strictly High Grade.

Our line of medium grade, manufactured by another firm, are second to none, and are money makers for those who handle them :

The "Templar."	30 in. front; 28 in. rear; corrugated rims; full ball bearings all over; dust-proof pedals; weight all on, 39 pounds.	List \$70.00
The "Atlanta."	28 in. combination; corrugated rims; full ball bearings all over; dust-proof pedals; weight all on, 41 pounds.	List \$70.00
The "Red Cloud."	28 in. corrugated rims; dust-proof ball bearings to wheels, crank axles, pedals, and steering head; weight all on, 36 pounds.	List \$45.00
The "White Wings."	26 in. combination; corrugated rims; dust-proof ball bearings to wheels, crank axles, pedals, and steering head; weight all on, 36 pounds.	List \$45.00

The above wheels are all fitted with genuine Morgan & Wright pneumatic tires and will be sure sellers this year.

CATALOGUE READY JANUARY 1.

SEND FOR IT.

# A. F. SHAPLEIGH HDW. CO.

St. Louis,  
Mo.

MENTION THE BEARINGS



## Headquarters

FOR

...Bicycle Printing of Every Description...

# Van Sicklen Printing Company

21, 23 and 25 Plymouth Place

Chicago

During the past Season we furnished catalogues for the Largest Dealers in the Country, among them

A. FEATHERSTONE & Co.	COVENTRY MACHINISTS Co.
STOKES MFG. Co.	MARBLE CYCLE MFG. Co.
MONARCH CYCLE Co.	MARION CYCLE Co.
TAYLOR CYCLE Co.	HORACE BELL, AGENT.
CENTURY CYCLE MFG. Co.	



THE  
MUNGER

THE  
MUNGER

When you see this nameplate on any machine



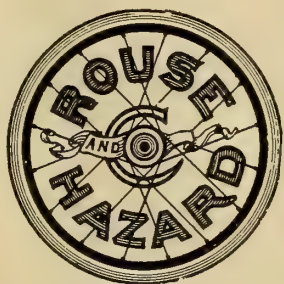
You can bet all your spare change that it is light,  
strong, and easy running.

THE  
MUNGER

MENTION THE BEARINGS

THE  
MUNGER





## WHAT WE HAVE DONE FOR OUR AGENTS IN THE PAST WILL BE DONE BETTER DURING 1894.

Our line has been simplified; is more complete in details.  
Our facilities better for taking care of your trade.  
Our agency much more valuable.

Agents who secure our cycles and push their sale will be given territory over which they will have absolute control, as only one agent will be appointed in a town and all inquiries coming from his territory will be referred to him. Our line will embrace the following:

**SYLPHS, OVERLANDS, WESTERN WHEEL WORKS, and our large variety and stock of SPECIAL BARGAIN and OTHER CYCLES.**

All sizes, styles, and priced wheels are represented in our line, from the highest possible grade for ladies and gentlemen down to the lowest priced boys' and girls' wheels, all of which are the most desirable of their class that money and ingenuity can produce and our prices will be right.

### SYLPH CYCLES

OUR OWN MANUFACTURE.

Highest possible grade and handsomest machines on the market.

The success of our Scorchers Sylph, the past season, has been so satisfactory and gratifying, we shall continue their manufacture of them. Four patterns of gentlemen's Sylphs, weighing 22, 26, 28, and 30 pounds, respectively, with two heights of frame, and a ladies' weighing 32 pounds, will be built. In design, finish, material, and workmanship, no others will excel, few equal. They will not only be highest grade in appearance and name but highest grade throughout, built for use and to meet the requirements of those who desire strictly highest grade machines. Before contracting for a high-grade safety see the '94 Sylphs. They will be up-to-date in every detail and prices right. No spring frames will be made.



ONE OF THE '94 SYLPHS.

### OVERLAND CYCLES--OUR OWN MANUFACTURE.

Equal to many so-called highest grades, but we class them medium and list them at \$100.00.

Our No. 1 and 2 Overlands proved so satisfactory during '93 that only slight changes will be made in these patterns for '94. The success of these machines is without a parallel in our 14 years' experience in the cycle trade. They have made us friends wherever introduced and the demand has been phenomenal. We have not only sold them all over the United States, but a goodly number has gone to foreign countries. So great is our confidence in the Overlands, we feel justified in saying no better cycle for the money will be offered the coming season.

### WESTERN WHEEL WORKS CYCLES

The best known, the most popular and saleable line of medium-priced cycles ever produced, as well as being the product of THE LARGEST MANUFACTURERS IN THE WORLD.

The trade has witnessed marked improvements in this line every season and for 1894 a tremendous step forward has been made. Grades have been raised to a standard on par with wheels of other manufacturers that are styled and sold for high grades, in some cases highest grades. Surely the '94 models will be a surprise to the trade, prices of which will be announced soon after January 1st.

A large territory, embracing Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming and Oklahoma, has been assigned exclusively to us and all inquiries coming from this territory will be sent to us. Besides controlling the sale of the regular patterns for the above states, we will have a specially built line of W. W. W. goods that we can sell everywhere.

We have been the largest western jobbers of these goods in the past, will carry a full line, and by the above territory arrangement will be able to give agents exclusive sale, thus doing away with the competition that was constantly arising when sold indiscriminately by a number of jobbers.

We will be glad to hear from every cycle agent in America, to whom we extend the compliments of the season. We solicit correspondence and will be glad to answer any questions regarding our line, or have one of our traveling men call on you.

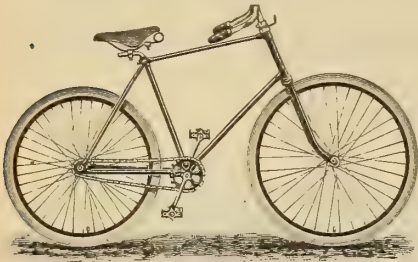
**ROUSE, HAZARD & CO., 142 G STREET, PEORIA, ILL.**

MANUFACTURERS: Oldest and Largest Dealers in America.

MENTION THE BEARING

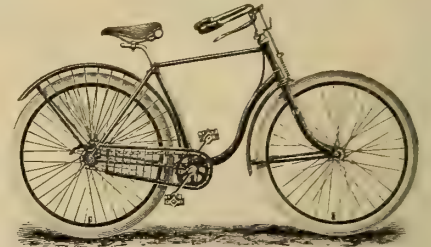


# 8 DIFFERENT STYLES 8



DUKE.

**MOST COMPLETE  
MOST POPULAR  
MOST IMPROVED**

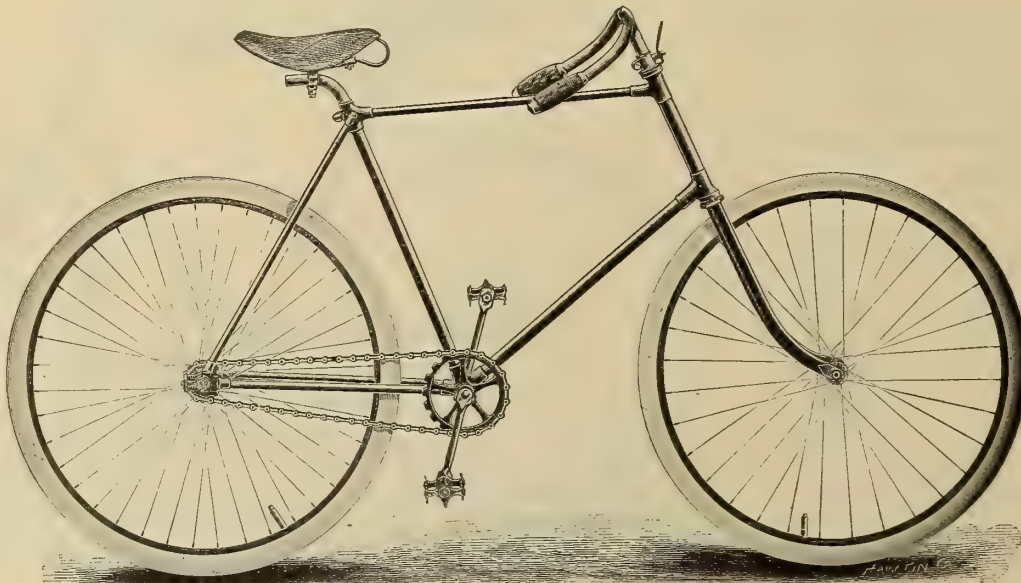


DUCHESS.

Line of high and medium grade men's, women's, and juvenile wheels on the market in

**-1893-**

Road King.  
Road Queen.  
Duke.  
Prince.

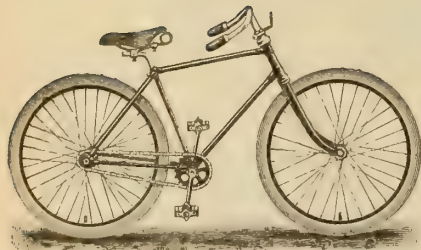


ROAD KING.

Duchess.  
Princess.  
Middy.  
Flying Jib.

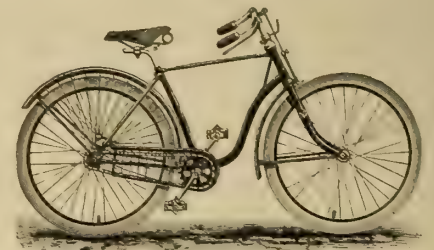
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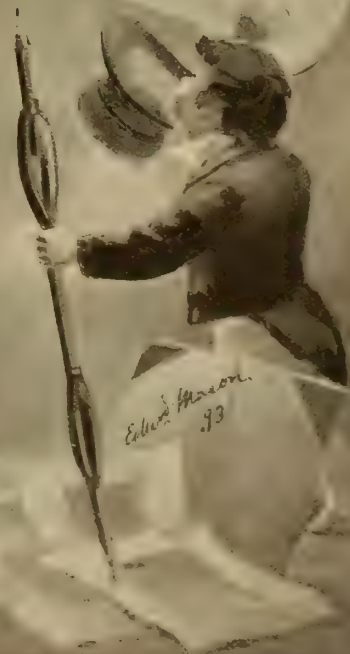
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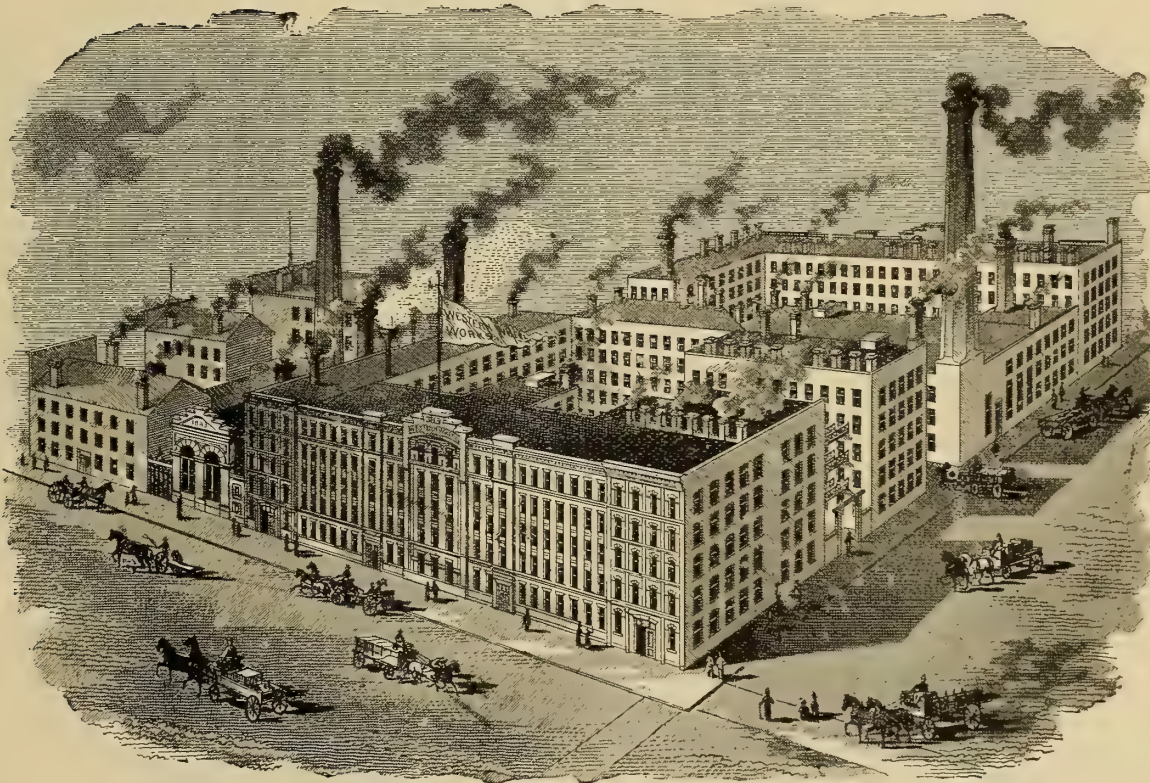
THE BEARINGS



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WM. HOOKER ATWOOD, Judge.

CHARLES PAINE, Act'g. Pres't.

ALEX. OLDRINI, Sec'y.

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MENTION THE BEARINGS



Vol VIII

No 21

# THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DEC. 22, 1893.

## THE ELGIN - AURORA CENTURY COURSE

Nature dealt unkindly with Chicago, as if, foreseeing that the city's future greatness would all be accomplished by commerce and art, she refused to squander her gifts on those who would not value them but would obliterate her handiwork to make place for that of mortal men. Desolate swamps and sandy wastes were the site of the most marvelous city of the ages. It was not that she had not the materials close at hand with which to make the lonely spot by the waters of the restless lake one of the most beautiful in the world, for to the westward are heavily wooded groves and undulating fields, once rank with wild prairie grass and beautiful with a rich profusion of gaudy wildflowers, but now

hidden by luxuriant crops of waving grain and rustling corn, aptly, indeed, called the Garden of Illinois; and to the northward the shores of Lake Michigan are broken by beautiful, timber-crowned bluffs, against which the waves make ceaseless music — now wildly grand, like some great organ played by a master hand; now low and plaintive, a song in a minor key. How easily might Nature have joined this garden and this wild picturesqueness at the site of the mighty city, but like the jealous dame that she is she refused to lavish her charms on the home of the unappreciative sons of commerce. Yet she was not unmindful of her lovers the wheelmen, who delight in her every mood and every dress. A little hour's ride to the north or the west brings them in the midst of her most beautiful handiwork.

There is probably not a road in America that is better known to her wheelmen than the Elgin-Aurora century course. It starts and ends in Chicago, and in its round embraces some of the most beautiful scenery in the Garden of Illinois. It is the route over which the hardy centurions of the city roll up their mileage and add bars to their club emblems. And these riders are all proud of the little golden bars, each of which proclaims a hundred miles ridden between rise and set of sun.

Starting at the city terminus of beautiful Washington boulevard, it lies straight to the westward past some of the most magnificent of Chicago's residences, through pretty little Union Park, and Central Park,—now called, after the assassinated president, Garfield Park,—one of the most attractive spots in a city known the world over for its magnificent public gardens; through Oak Park and on across the Desplaines River to Maywood, through several of Chicago's aristocratic suburbs, all the way over a splendid surface of macadam and asphalt. From Maywood the course trends northwest by west over undulating country through the hamlets of

Addison, Bloomingdale, and Ontarioville to Elgin.

At Bloomingdale there is a big dairy, and here, when the Chicago wheelmen first began to make centuries over the course, they were wont to stop for a refreshing drink of the lacteal fluid. The dairymen were good-natured fellows and when a body of wheelmen came along it was their custom to set out a big can of rich milk or buttermilk according to the preferences of the riders. As the route became more and more used they grew tired of this free-handed hospitality, and finding that the wheelmen were usually well provided with the coin of the realm, and were always ready to spend it, they thought that they might just as well have some of it as other people!

and now they charge all cyclists ten cents a quart for the milk that they sell to the milkmen of the city for three. Stops at Bloomingdale are not as frequent as of yore.

From Maywood to Elgin the roads, bordered by fertile fields, are good or bad, or anywhere between these two conditions, according to the state of the weather at any given time, or of that lately passed. The larger part of this section of the road is built after the plan followed in most of the road-building in the western states. The road is marked out and the dirt is excavated from the sides to make ditches and is thrown up in the center to make the road-bed. This simple operation constitutes the building of the road, and traffic is depended on to roll it and keep it in

condition. This it does admirably in good weather, when the soil is the kind that is found along this course, a black prairie loam. But in bad weather it is a sea of mud, and the wagons in plowing through it cut it into all sorts of almost impassable ruts; when it has dried, the same wagons smooth it out again and make it as fine riding as can be found anywhere. To be sure there are several stretches of graveled road that are good at all times save during or immediately after a rain storm. The distance to Elgin is not quite forty miles, of which about half is covered on dirt roads.

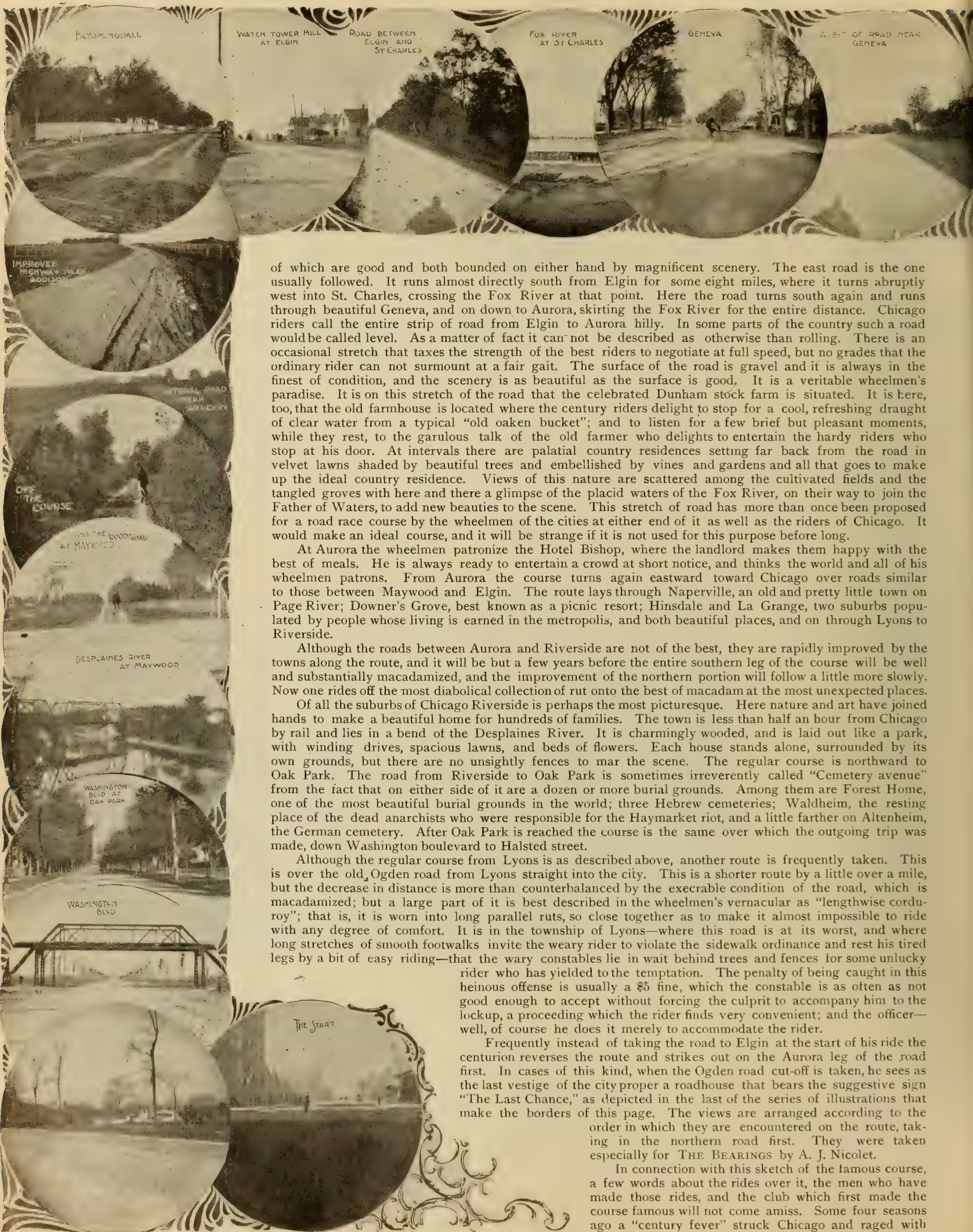
Although, to make the course a full hundred miles from start to finish, it is necessary to go through the business part of Elgin to the Merchant's Hotel—which the wheelmen usually patronize, by the way—the riders who do not care to stop in the city which furnishes America with watches and Chicago with milk and butter, avoid this detour and the descent and climbing of the rather steep "Watch Tower Hill" which it necessitates, and when the top of the hill is reached by easy grades turn to the southward toward Aurora.

Going south from Elgin the rider is offered the choice of two roads, both



A typical bit of the Century course.





of which are good and both bounded on either hand by magnificent scenery. The east road is the one usually followed. It runs almost directly south from Elgin for some eight miles, where it turns abruptly west into St. Charles, crossing the Fox River at that point. Here the road turns south again and runs through beautiful Geneva, and on down to Aurora, skirting the Fox River for the entire distance. Chicago riders call the entire strip of road from Elgin to Aurora hilly. In some parts of the country such a road would be called level. As a matter of fact it can not be described as otherwise than rolling. There is an occasional stretch that taxes the strength of the best riders to negotiate at full speed, but no grades that the ordinary rider can not surmount at a fair gait. The surface of the road is gravel and it is always in the finest of condition, and the scenery is as beautiful as the surface is good. It is a veritable wheelmen's paradise. It is on this stretch of the road that the celebrated Dunham stock farm is situated. It is here, too, that the old farmhouse is located where the century riders delight to stop for a cool, refreshing draught of clear water from a typical "old oaken bucket"; and to listen for a few brief but pleasant moments, while they rest, to the garulous talk of the old farmer who delights to entertain the hardy riders who stop at his door. At intervals there are palatial country residences setting far back from the road in velvet lawns shaded by beautiful trees and embellished by vines and gardens and all that goes to make up the ideal country residence. Views of this nature are scattered among the cultivated fields and the tangled groves with here and there a glimpse of the placid waters of the Fox River, on their way to join the Father of Waters, to add new beauties to the scene. This stretch of road has more than once been proposed for a road race course by the wheelmen of the cities at either end of it as well as the riders of Chicago. It would make an ideal course, and it will be strange if it is not used for this purpose before long.

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But all the credit of century riding does not belong to the male members of the club. Miss Margaret Kirkwood, of Boston, has fifteen bars and Miss Lizzie Hegerty and Miss Lucy G. Porter, of Chicago, each have one less.

The following is the list of members of the club who have ten or more bars: J. W. E. Kinkead, Chicago, 33; C. M. Fairchild, Chicago, 28; Frank J. Ashton, Rockford, 28; John E. Parker, Chicago, 26; E. J. Porter, Chicago, 22; J. A. Pallister, Ottumwa, Ia., 22; J. F. Gunther, Chicago, 20; Miss Margaret Kirkwood, Boston, 15; Dr. C. W. Baker, Chicago, 15; O. C. Mandeville, Kansas City, 15; C. G. Merrills, Cleveland, O., 15; Amos G. Moore, Chicago, 15; Miss Lizzie Hegerty, Chicago, 14; Miss Lucy G. Porter, Chicago, 14; E. M. Newman, Chicago, 14; C. A. Wescott, Chicago, 14; J. A. Erickson, Chicago, 13; H. P. Walden, Chicago, 12; A. P. Peck, Chicago, 12; W. Gordon Boxley, Chicago, 11; Harry R. Geer, Chicago, 11; Dr. Milton N. Keim, Philadelphia, 11; C. Wayne Casper, Springfield, O., 11; T. E. Tilley, Ravenswood, Ill., 11; Wm. Herrick, Chicago, 10; Harry L. Pound, Chicago, 10; F. Ed. Spooner, Chicago, 10; H. J. Cassidy, Chicago, 10; R. M. Barwise, Chicago, 10.

Numerous club runs have been held over the course, the first club to call a run over it being the Illinois Cycling Club, which started 146 men, of whom 127 finished. The C. R. C. holds an annual run every summer, the last one being over the course at the time of the L. A. W. meet in Chicago last August.

A hardier, more healthful lot than those riders who have accumulated long strings of century bars it would be hard to find anywhere in the wide world. Much has been said and much written by the "know alls" about the injuries that these long rides work, but the best refutation of the charges is the hardy riders who wear the emblem of the Century Road Club. Almost any man of average health and riding ability can cover a century in sixteen hours and feel none the worse for it, and a good strong road rider can ride it over good roads in half that time, and, if he be trained for the performance, suffer not a whit. The secret of century riding is an even, moderate pace, with few dismounts and few stops for rest. Ridden in this way the last half of the journey is no harder than the first.











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Since the organization of the club orders have been issued to members for no less than 1,765 bars, each bar representing a hundred miles ridden inside sixteen hours. Of these bars 509 were given for centuries over the Elgin-Aurora course as follows: In 1891, 192; in 1892, 179; and in 1893, 138. It will be noticed that the number was greatest during the first year of the club's existence and least the past year. This is not because there have been a less number of centuries made in the latter years, but because during the first year the riders used this course almost exclusively, while later they found other roads on which a century ride could be made with less work and because also they naturally cared for some variety, and, beautiful as many parts of the Elgin-Aurora course are, desired to do a large part of their riding on roads that had the advantage of novelty. These figures represent only the centuries made by members of the C. R. C. and are but a small proportion of the total.

J. W. E. Kinkead leads all the other members of the club in the number of centuries ridden and has a string of no less than thirty-three bars hanging to his club pin, making it nearly fifteen inches long. Kinkead joined the club in October, 1891, and rode only one century that year, to which he added twenty in 1892 and twenty in 1893. C. M. Fairchild, of Chicago, and Frank J. Ashton are tied for second honors with twenty-eight bars each. Fairchild rode all of his twenty-eight centuries this past season, averaging one to every five days or a trifle more. Ashton made twenty-five of his during the same season. He has also three double centuries, or 200 miles in one day, to his credit and C. G. Merrills, of Cleveland, has a like number. J. A. Pallister, of Ottumwa, Ia., is entitled to a great deal of credit for having ridden his twenty-two centuries for the most part on the miserable roads of southern Iowa. He was loud in his praises of the Elgin-Aurora course after finishing the last annual run of the C. R. C. over it. In 1891 E. M. Newman won the Johnson medal which was put up for the first twelve centuries ridden. It is interesting to know, in these days of light pneumatic-tire safeties, that all his centuries were ridden on a forty-nine-inch, solid-tired ordinary.

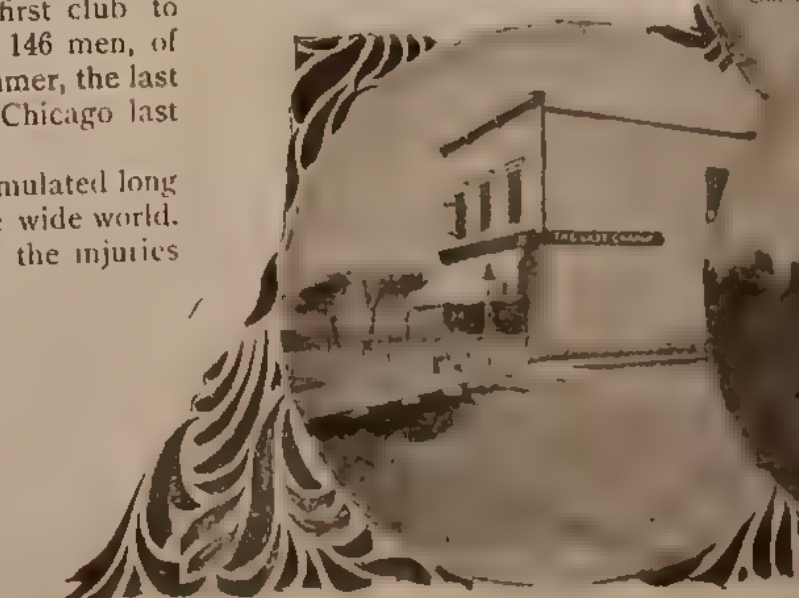
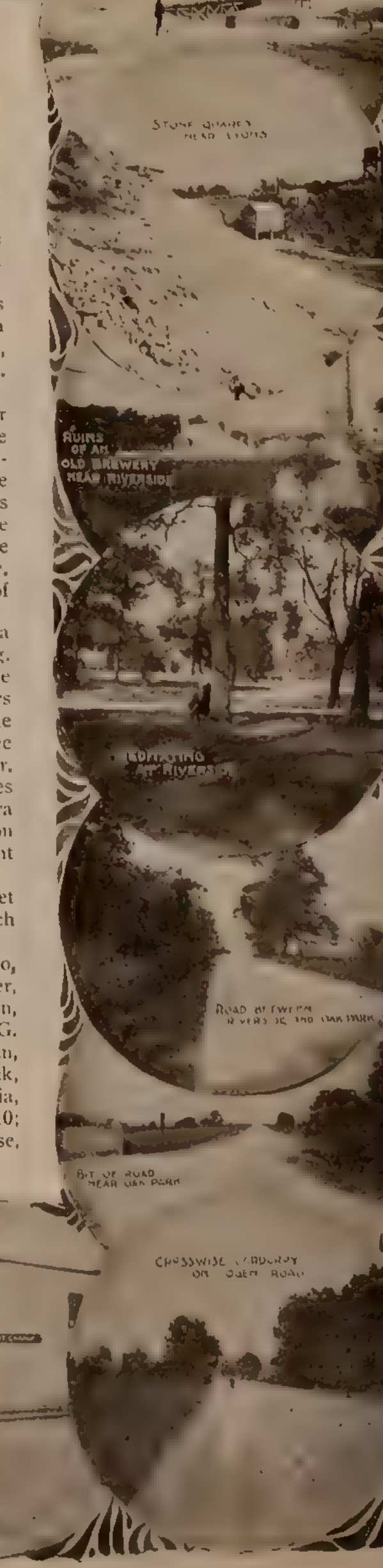
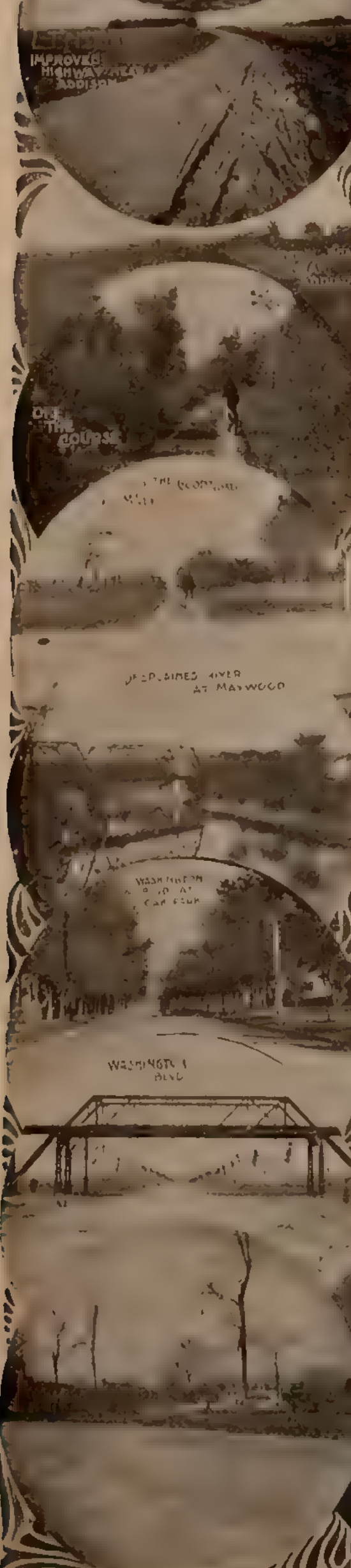
But all the credit of century riding does not belong to the male members of the club. Miss Margaret Kirkwood, of Boston, has fifteen bars and Miss Lizzie Hegerty and Miss Lucy G. Porter, of Chicago, each have one less.

The following is the list of members of the club who have ten or more bars: J. W. E. Kinkead, Chicago, 33; C. M. Fairchild, Chicago, 28; Frank J. Ashton, Rockford, 28; John E. Parker, Chicago, 26; E. J. Porter, Chicago, 22; J. A. Pallister, Ottumwa, Ia., 22; J. F. Gunther, Chicago, 20; Miss Margaret Kirkwood, Boston, 15; Dr. C. W. Baker, Chicago, 15; O. C. Mandeville, Kansas City, 15; C. G. Merrills, Cleveland, O., 15; Amos G. Moore, Chicago, 15; Miss Lizzie Hegerty, Chicago, 14; Miss Lucy G. Porter, Chicago, 14; E. M. Newman, Chicago, 14; C. A. Wescott, Chicago, 14; J. A. Erickson, Chicago, 13; H. P. Walden, Chicago, 12; A. P. Peck, Chicago, 12; W. Gordon Boxley, Chicago, 11; Harry R. Geer, Chicago, 11; Dr. Milton N. Keim, Philadelphia, 11; C. Wayne Casper, Springfield, O., 11; T. E. Tilley, Ravenswood, Ill., 11; Wm. Herrick, Chicago, 10; Harry L. Pound, Chicago, 10; F. Ed. Spooner, Chicago, 10; H. J. Cassidy, Chicago, 10; R. M. Barwise, Chicago, 10.

Numerous club runs have been held over the course, the first club to call a run over it being the Illinois Cycling Club, which started 146 men, of whom 127 finished. The C. R. C. holds an annual run every summer, the last one being over the course at the time of the L. A. W. meet in Chicago last August.

August.

A hardier, more healthful lot than those riders who have accumulated long strings of century bars it would be hard to find anywhere in the wide world. Much has been said and much written by the "know alls" about the injuries that these long rides work, but the best refutation of the charges is the hardy riders who wear the emblem of the Century Road Club. Almost any man of average health and riding ability can cover a century in sixteen hours and feel none the worse for it, and a good strong road rider can ride it over good roads in half that time, and, if he be trained for the performance, suffer not a whit. The secret of century riding is an even, moderate pace, with few dismounts and few stops for rest. Ridden in this way the last half of the journey is no harder than the first.





**THE BEARINGS**  
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GEO. K. BARRETT, EDITOR.

Extra copies of this number may be had, while the edition lasts, at twenty-five cents each, or in lots of three or more at twenty cents each.

Yearly subscriptions, beginning with this number, will be received for two weeks longer at two dollars, a reduction of one dollar from the regular price.

**CHRISTMAS.**

Christmas is here! Another of the milestones of life is in sight. A few more turns of the wheel of time and it will be past. Some few who read these words have but few more miles to go before their life's race will be finished. More—many more—are at that point when the race first begins to tell on them. The pace has been fast and they long to rest, but there is no rest. Old Father Time is making the pace and the milestones stretch far ahead. It will not do to slacken for it is a race to the finish. The limbs may weary and the senses reel but they must stick to the work. Presently the second wind will come and the miles will be reeled merrily off. The fatigue will be forgotten and they will wonder at the speed with which the milestones flit by. Some of the strongest will meet with unforeseen accidents that will cut short their chances for victory. Some will lose by their own carelessness. Now is the time for the young wheelmen of life to husband their energies and make sure of a good place at the finish. Now is the time when the race may be lost or won.

As we look back at the mile just past its incidents are clear before us. Soon they will be forgotten or remembered indistinctly and blended with the events of the great past. The mile has been a pleasant one as a whole. It has been hilly and rough in places and has tried the strength of the weak but the strong have not minded it. It brings memories of a racing season that is unequaled in the history of cycling—of records broken time and time again, of many a good time a wheel. May the next one be as pleasant.

**A SECRET SOCIETY FOR WHEELMEN.**

Among the people of the world there are perhaps none who are drawn more closely together by mere association in the same pursuit, whether it be a business pursuit or one of pleasure, than are wheelmen. In this grandest of all sports there seems to be a bond, a uniting influence, that draws each rider to his fellow riders. A wheelman in a strange city or a strange land will always look for advice or aid from some other wheelman, with the assurance in his own breast that his request will not be ignored. It is not strange, then, that it should occur to many of the brotherhood of the wheel that this natural tie should be cemented by some organization that is more sweeping than any that now exists among wheelmen; an organization that should not attempt to control the sport or to touch on those matters that are now so well taken care of by the organized bodies that we already have, but should have for its object broader and at the same time—if we may so put it—more selfish grounds. In short, a secret society composed of the best

elements in cycling, which should have for its objects the fostering of a still more fraternal feeling among its members, and to extend to them all the benefits that are common to secret and benevolent societies throughout the world. Associated as closely as wheelmen are, such an organization would prove of inestimable value to them. The following contribution from a man well known to wheelmen sounds the keynote of the situation:

The present is an opportune time for the organization of a new incorporate body of wheelmen. Let its governing principles be: First, to fraternally unite all white men of approved character and sound health who are between twenty-one and fifty years of age; second, to assist morally and materially, in every way in its power, its members and those who are dependent upon them; third, to perpetuate bicycling as a healthful and pleasurable recreation, and to protect the best interests of its devotees; fourth, to educate its members socially, morally, and intellectually; fifth, to promote local and governmental legislation for the establishment and preservation of good roads; sixth, to establish a beneficiaries' fund, to be maintained by its members' assessments, from which shall be paid an amount not exceeding \$4,000 to each beneficiary on satisfactory evidence of the death of a member in good standing. It may also have other ulterior objects. Its membership should be strictly elective and exclusive. It should not and would not be antipathetic toward the League of American Wheelmen. The latter organization does not, however, afford the best and highest social advantage to its members, nor does it foster many of the objects which would best subserve its interests; and while probably it will continue to occupy an important position in the cycling sport and cycling trade, there are thousands of its members who would gladly identify themselves with an entirely new association, promising more and broader advantages and the warmer sympathies which would be engendered by closer fraternal ties.

The proposed body of wheelmen should conduct its assemblies behind closed doors, or in other words it should be a secret society. Reflection will enable the reader to realize that upon the simple symbol of the common circle, emblematic of the wheel, with its correlative geometric lines, can be founded one of the grandest rituals ever devised for secret instructive work. This symbol represents the world and embraces the four points of the compass. The circle compasses the universe. The circle represents the minute, the hour, the day, the twelve months of the year, the zodiac, and cycles of stellar and other phenomena extending over infinite ages. Those who fortunately are already members of good secret brotherhoods will be able to appreciate these points the better. The merits and the success of the proposed society would depend very largely on the value and the impressiveness of its degree work, hence its importance. Unless the ceremonies of initiation were made highly dignified, instructive, and ennobling, the fraternity would fail in its first and principal aim, and its success would not be so well assured.

This then, if you please, may be considered the inception of the Ancient Order of Mystic Wheelmen or the Knights of the Golden Wheel, or whatever you like that is founded on the principles laid out. Who will be the Napoleon of the movement? It will involve some expense and an immense amount of work on the part of the incorporators, as a matter of course, but if the scheme is carried out it will build a monument of which those who lay the foundations may well be proud. In the preparation of the constitution, some questions would arise. It would be questioned, for example, if the order should assume to govern any form of racing contests in any manner; if "professionals" should be eligible to membership, etc.; but let us assume that all such questions could be amicably settled by the founders of the order, subject, of course, to future legislation and amendments.

The present time is a fitting one for perfecting such an organization as the one outlined above, and with the object of testing the feeling of wheelmen at large we request that all who believe in its possibilities, whether on the grounds outlined above or otherwise, communicate with the editor of this paper. Any developments in the matter we will take care to make public.

**STRAY SHOTS.**

**The Southern Negro.**

The Tennessee division recently held its annual election and there was a total of just six votes cast. Of these, three votes went to C. J. Scherer and as the other three were scattering he was elected. The division has a total all told of only 150 members. The lack of interest in League affairs is due entirely to the negro question and this is the case all through the south. "We do not care to belong to any institution that has negroes in its membership and that's the whole reason of it," said a prominent Tennessee rider last week to a BEARINGS correspondent. "If the League had seen fit to legislate against the negro, then you would have seen the League boomed out of sight in the south; but as it is, the members are one by one dropping out and I very much doubt if we shall have many more than six members in this division another season. Why, we have right here in Nashville over 500 riders, and but two or at the most three or four of us take any interest in the old League, and that is only out of pity. We hate to see it knocked out altogether, owing to the old associations. We need some bicycle organization like the League badly and I should not be surprised if some southern organization was started before very long. Mind you, I do not say that there is anything of the kind contemplated as yet, but I am not sure but that such an organization would do cycling a world of good and that I should not join it if started. There is an immense future for cycling in this southern country and anything which would help the sport along should be



encouraged. I think our northern brethren will admit that I am right. Look at our weather. We have splendid weather now for riding while you fellows in the north are freezing to death; and all winter we will have no weather that is much worse. We don't want any of the negro in ours, and that you may state in black and white."

And the man was right, for the southern negro is no more like our northern colored man than our colored man is like a white man. You can smell the southern negro a mile away, or perhaps not quite so far as that; but that you can smell him there is no question. He slouches along the street in a slipshod manner and hangs around the street corners in droves, with no other object in life than to live off some one else. To be sure there are a few who are above cavil; but this number is so proportionately small that it is not noticed. Then again the negroes are a great part of the population in most of the small cities and this throwing of the white man into the shade makes fewer friends. It is not the number that ride in the south that is

ness of importance transacted was the appointment of a committee of five to formulate a plan for licensing professionals.

#### Record Breakers Versus Champions.

There has been a veritable record fever this year. The records have been broken to pieces, the pieces have been smashed to bits, and the bits picked up and ground into powder, and still the riders have not been satisfied. Not content to stop when the legitimate racing season was over, they sought warmer climes than their own and kept on after Father Time. The old man had to call the elements to his aid and even then got the worst of the battle.

But what will these records amount to a year from now?

Even now three-fourths of those that were broken this year were broken again, and the men who broke them have no more honor to their credit than though they had not broken a record. How different it is with a champion-



*From a cyclist's camera—scene in Jefferson County, N. Y. Photograph by A. Burley Phela.*

causing the trouble—for this number is very small at present; it is more the fact that it is a negro who may come in; and even the possibility of the thing causes the good southerner to weep scalding tears and shed great drops of blood. He is even philanthropic, and does not want his northern brother to be contaminated.

#### Upheld the Licensing Scheme.

A cablegram from London gives the particulars of the last meeting of the licensing committee of the N. C. U., held at Nottingham, December 16. Delegate Cross made a lengthy speech on the failure of the licensing scheme during the last season and proposed that the rule relating to the licensing of amateurs be repealed. This brought Doctor Turner, the originator of the scheme, to his feet, and he denied that the scheme had been a failure and told how much good had been done the past year and how the amateur ranks had been purified by it. He said that these rules had prevented the N. C. U. championships from becoming the prey of "American advertisement mongers." This new phrase coined by the doctor seemed to please the other delegates, for when the vote was taken on Cross' resolution the doctor had a majority of thirty-five. It was also announced Zimmerman's case was still under advisement. The only other busi-

ness. When a man once wins a championship he has secured a nook in the gallery of cycling fame from which he can never be displaced. And this is right. The true test of a man's riding ability is his ability to win races, to excel in competition, and the championships are instituted as the final and crucial test of the riders' racing abilities. Every contestant is supposed to be in the pink of condition and prepared to ride for his life. Verily the champion is greater than the record breaker.

Owing to unexpected delays in getting in copy for advertisements we were obliged to delay this Christmas issue for a week past the time first set for its publication. This fact will account for some of our colored supplements bearing date of December 15.

#### Rambler Team Disbands.

BIRMINGHAM, ALA., Dec. 19.—Bliss and Dirnberger gave up record breaking today, as they wanted to be home for Christmas, and the Rambler team was formally disbanded. The men will start immediately for home. They will go into training again in February, and will probably come to Birmingham to train.



# THE MURDER OF DEAD MAN'S GULCH.

AN IDLE OF WESTERN LIFE.

BY THE IDLER.



F

OR ten long years I have sought you out, Bloat Face Bill, and—ha! ha! I have found-d-d you at last-a!"

As Charley Horse, the Terror of Bleeding Mountain, uttered the words with which our chapter opens, he ground his teeth so hard that the residents in the next county thought a land slide was coming, and said their prayers.

The man to whom Charley addressed his conversation was a hard man. Bloat Face Bill was never known to even wink under fire, and was in the habit of eating furnace slag as a side dish with his bear every morning for breakfast. He did not quail under the personal remarks of Charley. On the contrary he approached the man slowly until he was directly opposite him. Then he let go his chew of plug full in the Terror's face.

"Say," he cried, in a hoarse, mountain-dew voice, "do you take me for a tender? I'll put you on rye bread in a minute and eat you, I will. See?"

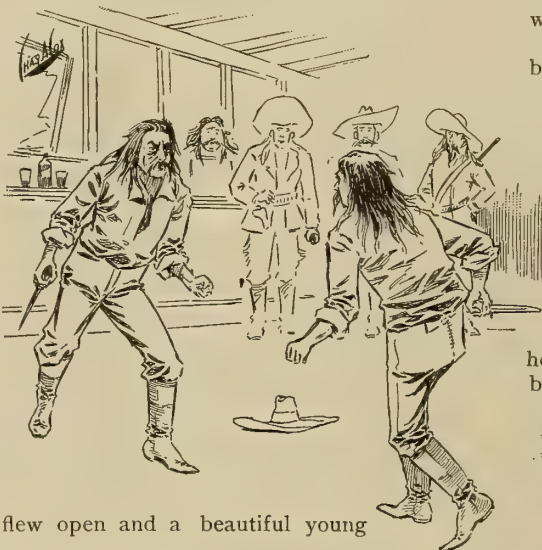
Charley Horse was a brave man himself, and Bill's face had no terror for him.

"Con-eternally-found your mooze mug," he cried. "I'll drink your blood for this!"

Quick as a flash the men had out their knives, and had begun to circle ab ut one another looking for an opening. The crowd in the saloon—we forgot to state that the scene was in a saloon—fell back and stood by to watch the sport. They knew it was an even match, and the man who should interfere was dead in advance.

Like panthers and other wild animals of the genus *leo*, the two desperate men wheeled about the room, each watching the other's eye. They were just about to close, when the door flew open and a beautiful young woman stood before them.

"Hold!" she yelled, throwing up her hands and disclosing on the breast of her white ladies' sweater the following curious and mysterious sign:



II.

Two months are supposed to have elapsed since the close of our last chapter.

We beg to introduce the reader into the drawing room of a rough miner's house in Dead Man's Gulch. Seated at the piano is a young woman of preternatural beauty. She is dressed in one of Worth's latest gowns of green moire antique velour soie challis valenciennes prime calico, cut en train, a la Medici, with flaring bodice and diamond ornaments.

Standing beside her sylph-like form, and turning the pages of Schumann's "Reverie" for her is John Henry Van Dam, alias "Windy Dick," alias "Kid McCoy," alias "Bitter Gall Harry," alias "Fancy Hal," alias "Three Thumbed Tommy."

As the last notes of the music died away he spoke as follows:

"Listen, and I will tell you the story of my life. Fifty years ago, when I was a poor old man with nothing but diamonds, I was sitting one day in my camp looking for wood-ticks. The sun had just gone down and the earth was bathed in a twilight of Dutch yellow and Elgin cream, when I was startled by a sound as if the leaves outside were being rustled. I got up and looked, and there before the door of my tent I saw a young woman jumping off a pneumatic bicycle.

"Dulcinea del Leadville, I loved that woman and I swore that she should be mine. But she played me false. That's what she did. She ran

off on a tandem with Bloat Face Bill. Bill got broke, he did, and took to drink. But I followed him. I found him, and when it came to a show-down that there woman she come between us, Dulcinea, that there woman was you!"

The young woman leaped from the piano, and the violence of her jump overturned the stool.

"Then you—you are Horse! Charley Horse!"

"Horse it is," said Charley.

"But how changed!"

"Yes," he replied, "I've grown younger and richer, but I'm all here yet. And now I want to know if you're going to shake Bill once for all and live with me here in the gulch."

"Charley," said Dulcinea softly, "you know I never loved Bloat Face Bill. You, and you alone, were my papa. But Bill is a pretty tart man; he is—"

Before she could finish the sentence the desperado had seized her throat around the cover-tire and was forcing her head against the music stand, when all of a sudden three shots rang out on the still night air.

The desperado let go his hold, staggered, clutched at the corner of the piano, and looked toward the spot from which the gun had laughed.

There—there with the window frame circling it about as a picture frame; there in the clear moonlight (it was moonlight) was the pneumatic countenance of Bloat Face Bill, inflated to its full capacity.

Dulcinea looked and fell on her knees, and cried "Saved, at last!"

III.

The next morning the camp was all agog over the little incident. The miners whispered that Charley Horse had been shot down in his own tracks. Who the assassin was no one seemed to know.

When Dick Dalton, the sheriff, came around there wasn't a man who would dare say that he suspected Bloat Face Bill.

Among other things that were missing for the coroner's inquest was the body of the "Terror." Some one had evidently carried it away.

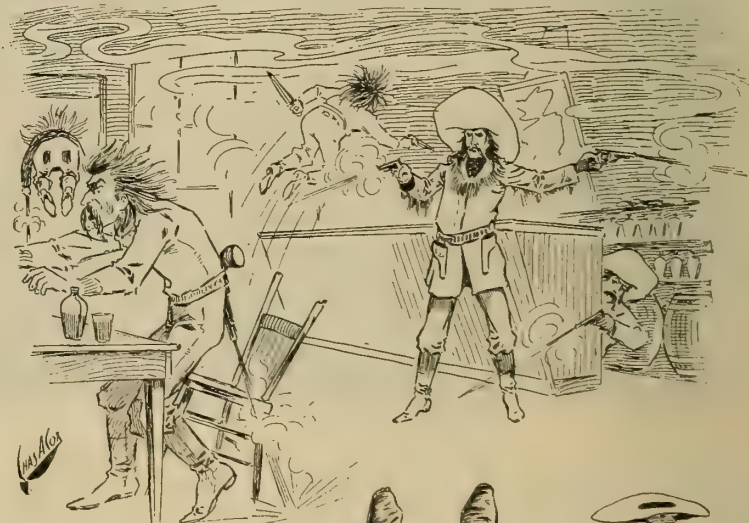
Bill and Dulcinea had fled in the night. It was not likely that the murderer had carried off the remains, for he was known never to attend funerals, even of his own making.

What then had become of the dead body?

This was the question which Dick Dalton set about answering.

As he was the county coroner also, he decided to hold the inquest then and there. He set up his court in Shepard's saloon and swore in a jury of six men. On the table before him rested three hammerless revolvers, two old-fashioned horse guns, two bowie knives, and a cheese sandwich.

"Gentlemen," said Dick solemnly, "a murder has been done in this here camp. Charley Horse was picked off last night and his body can't be found."



"You're a liar!" cried a harsh voice from behind the bar and at the words Charley Horse himself came forward.

Every man in the room whipped out his gun. Several shots were fired and there was some little dodging, but when the smoke cleared away it was found that no one was hurt except a bottle of gin on the bar.

Dick Dalton was up in a minute.

"Charley Horse," he said fiercely, "there ain't no man in this here county that ken call me a liar twice and keep on drinkin' whisky. I said you were dead and you are."

"An' I said you're a liar and you are," retorted the "Terror."

Bangety—bang—bang—bang! went four guns at once.

[The continuation of this thrilling story will be found in the next Christmas number of THE BEARINGS. Readers who can not wait that long will send one year's subscription in advance, and will be advised privately of the sequel.]





This

has been the premier year of racing in America, and the racing man for once has had his hands full and has raced to his heart's content. The big circuits have furnished plenty of racing for the cracks, and for a wonder

these simon-pures have stuck together and have battled with each other for glory and prizes, and incidentally their salaries. A glance backward shows a highly successful season. The prizes have been good as a rule. The meets have been many and well managed, and, thanks to Chairman Raymond's systematic manner of doing business, have been so close together that those who followed the circuit were able to participate in at least two or three large meetings a week. England can not compare with America in the racing line. She might be able to show up a few more large road races, but on the track Uncle Sam's sturdy sons reign supreme. The value of prizes in this country far exceeds that of the mother country, where the first prizes are rarely over \$25 in value. There has not been the trouble over sanctions that was experienced in '92, the large number of racing men suspended during that year making others cautious; this year even the country fair associations were wise enough to apply to Chairman Raymond or his subordinates for permission to run their bicycle races.

The pot-hunter did not have such an easy time of it this year. When he had picked out a good meet where he thought he could sweep the boards, he would be sure to run up against several others of the grand order. But this has been productive of much good. It has made competition between the lesser lights brisk, and as a result many a promising youngster, taught racing tactics at these meets, has blossomed forth and made those who have styled themselves crackjacks hustle for their laurels. There are a dozen racing men now where there was one three years ago.

#### Zimmerman Heads Them All.

Again has the Hon. Arthur Augustus Zimmerman demonstrated to his thousands of admirers that he is king, and he has jealously defended his title whenever called upon. Never has any one man approached his record since the bicycle was invented. His record of seventy-five firsts last year was thought to be extraordinary, but when he rolled up a grand total of 101 firsts this season, those who had other favorites—and they were few—opened their eyes in amazement. Johnson was the only man to come within hailing distance of the champion, and even the Minneapolis boy was far behind in the struggle for the honors of the racing path. Fit and in good health, there is not a man who is Zimmerman's equal.

The "Skeeter" opened his season at Savannah, Ga., before he was anywhere near his usual form. First he gave his chum, Harry Wheeler, twenty yards in a quarter, and beat him out. But before the meet was over the king pin of American professionals managed to show the champion his rear wheel in two events. This fact was overlooked in Zimmerman's future career. From Savannah he went to Europe to again wrest from the English the N. C. U. mile championship—the blue ribbon of the English path. But fate—or rather the N. C. U. licensing committee—ordained otherwise, and our pride was refused a license unless he changed his mount. This he refused to do, and was barred from the championships he so much coveted. This artifice on the part of the N. C. U. availed it but little, as another American—Sanger—won the mile championship. To add insult to injury, charges of professionalism were preferred against the champion, but every one who has read Mr. Raymond's scathing reply to the charges knows that Jimmy was given a clean bill of health.

While on the other side, Zim raced in France, winning all his races and breaking several records. He did the same in Ireland and Scotland. While in the former country he tried his hand at long-distance riding and in a twenty-five mile race at Dublin had a terrible fall which laid him up for several weeks. Upon his return to this country he kept up his victorious career until, at Detroit, he struck a snag in the person of Sanger, who gave him such a defeat as he had not experienced in two years. This battle of the giants aroused much interest and the Chicago meet was selected as the next meeting place of the two stars. But Sanger's unfortunate fall prevented the meeting of the two and Jimmy carried away thirteen races, besides winning the mile international championship. Johnson beat him in the five-mile national championship. The defeats of Zimmerman at Springfield are still fresh in the minds of the public, but Zim's long season was sufficient excuse for this. During his seven months of racing only eight men beat him in open events. Sanger defeated him four times and Tyler,

but our colored illustration in this number is the best likeness yet seen of the flyer.

#### Sanger Comes Next.

As Zimmerman is in a class by himself so is Walter C. Sanger, Milwaukee's pride. While he can not be classed with the champion, yet he runs a very close second, and in competition is clearly head and shoulders above Windle, Johnson, Tyler, et al. Sanger has had a short but eventful career. A little over a year ago he was unknown outside of Wisconsin. He participated in the '92 Pullman, and had it not been for an accident would have come dangerously close to the time prize. It was here that Sanger's fool-friends first got in their fine work and a challenge was issued to race any Chicago rider. The "defi" was accepted and money posted, but the match fell through. The next heard of Sanger was at Columbus in '92, when he gave the Chicago crowd a drubbing. Then he went to Sarnia, where, with twenty yards handicap, he won a quarter-mile race from Zimmerman, increasing his lead by several yards at the finish. This feat clearly demonstrated that Sanger had in him the makings of a fine rider and he started on a victorious career. He was brought up short at Chicago when Lumsden and Githens beat him, but the check was only momentary, for the Milwaukeean then went home and trained hard for revenge. He came to the Washington Park meet at Chicago and fell in the first race, cutting a gash in his abdomen. He got up in the two-mile open, though, and defeated Tyler and the other cracks. Then came his celebrated "defi." His friends wanted to back him against the mighty Zimmerman for a series of five races for a \$10,000 trophy. This made the name of Sanger famous throughout the world. Nothing came of the talk, however, and the Milwaukeean settled down for the winter.

He trained hard and systematically under the tutelage of C. R. Culver and this spring was in the pink of condition. In May he crossed the herring pond and made his foreign debut at Brussels, where he scored heavily and broke a couple of European records, receiving a handsome prize from the hands of the King of Belgium. He next raced in England and met defeat several times. But he was not discouraged, kept on training, and was ready to do battle for the mile championship of England. In this he met Harris, Watson, and Pope, the English record breakers, and beat them by yards. This was enough glory for him and he stayed out of the other championships, sailing for home soon after. It was at Toledo that he first ran up against any one near his equal and here he defeated Johnson twice, although the sturdy Swede beat him in return. From here he went east in a vain endeavor to meet Zimmerman. It looked as if they would come together at Rockville, Conn., but the track was in such a wretched condition that Sanger would not ride, fearing a fall. Sanger succeeded in meeting Zim at Detroit and the race was worth a year of a man's life to see, for it was a desperate finish, Sanger winning; but Zim gave him a hard run. At the international meet the Milwaukeean fell the first day, and was so severely injured that it was six weeks before he was again seen on the path. His club wanted him to ride at its meet and because he didn't do it he was expelled. He then donned the colors of the Springfield Bicycle Club and with Windle and Tyler took in the fall meets. At Springfield he beat Zimmerman on the first day in the mile open and ran second to Tyler in the mile on the second day, Zimmerman being third. At the meets following Springfield Sanger showed poor form, being beaten several times by Bald, Windle, and others. Sanger holds the one and two mile competition records. He is now resting for the winter at his father's farm in Waukesha. An excellent likeness of the flyer is shown on another page.

#### The Record Breakers.

There are five prominent riders who come in this category. Windle, Tyler, Johnson, Bliss, and Dirnberger have been at work for the last two months at altering the record table, and they have succeeded beyond the wildest hopes. The first three have had their innings, and now the Rambler men are taking theirs. Windle is perhaps the most noted of the five. Willie is an old-timer, and has raced ever since he has worn trousers, his small, stocky-built figure, blonde hair, and pleasant face being known to every race-meet frequenter in the country. There is always a determined look on Windle's face when he mounts for a race, and he always rides to win, his wonderful sprints being electrifying. Willie was king-bee in the racing world until the quiet man from New Jersey forged to the front on that queer looking Star, and with those long legs of his wrested the championship from the Millbury lad. Willie did not give up without a struggle, and it was not until the fall of '91 that he yielded to the inevitable. Since that

Windle, Johnson, Meintjes, and Banker won scratch races in which the champion rode, Meintjes winning a half-mile open at Indianapolis by stealing a march on the others. As a record-breaker Zim has not cut much of a figure, preferring to win his fame in competition. The success of other men, however, led the "Skeeter" to try his hand at the game this fall, but his usual good luck seemed to have forsaken him, for the weather was against him and his pacing was none of the best. After doing a third in :35—which record stood for a day or so—and a flying quarter in :25, he gave up in disgust. The Jerseyman is a modest fellow and not given to having his photograph taken,



time some people have been mean enough to say that he is a back-number, but this fact does not deter Windle from pursuing the even tenor of his way, breaking records every fall, and incidentally making Zimmerman and Tyler look well to their laurels. Windle did more racing this year than last. He started in at Worcester, meeting Johnson there, and meeting defeat in one race and triumph in the other. He refused to ride the second day, and his club expelled him for it. He then took up the winged scroll of the S. B. C., and has worn it ever since. Windle was at the Chicago meet, coming on especially to try conclusions with Zimmerman and Sanger. He was in fine form until he reached Chicago, and then the water affected him, and he was obliged to go home and rest. But before he left he put up the finest race of the meet. It was in a mile open on Tuesday, and all the cracks but Sanger were in it. Coming around into the home stretch Windle was some distance behind Zimmerman. Right in front of the training quarters he gave a tremendous jump, caught Zim and Tyler, and with one of the finest sprints ever seen on a race track, won by inches, Tyler being second and Zim third. The time limit was exceeded, however, and the race ordered run over. Willie, following his usual custom, would not ride in the run-over.

At Springfield the little whirlwind again came to the front, and he it was who pushed Zimmerman to his utmost in the half-miles. Philadelphia was the last meet he rode at this year. From Quakertown he retired to the Springfield track and went into strict training for his annual onslaught on the records. He was successful, as usual, and broke all the flying records up to the mile, getting under two minutes and within one-fifth of a second of Johnson's famous mile.

## Harry Tyler.

Modest and unassuming Harry Tyler is a fine specimen of the gentleman-amateur, but even his best friends can not tell how he will ride at any given time. One day he will surprise the world by his meteoric sprints, while the next he will be off-color and meet defeat from the hands of those whom he has repeatedly beaten. Tyler seldom shows his feelings when he is defeated. He is the first to congratulate the victor and if he wins no one ever hears him crow over his victory. It is in handicaps that the Springfield boy is at his best and seldom does he fail to catch the bunch before they reach the last turn. His half-mile competition record is simply wonderful. For a man to ride two half-miles in 1:00 2-5 in succession is hardly credible, but such is Tyler's record. He was the first man to bring the standing mile record under 2:10 and this he did in 1892, at Springfield, Mass., a day or so after he had beaten the mighty Zimmerman. This year Tyler made a fine record. He took in both the circuits, and although suffering from stomach troubles, rode at every one of the big meets, with varying success. His greatest race was at his home city. Zimmerman, Windle, Sanger, Bliss, and several other cracks were in the race—the international mile on the second day. When Sanger turned to look at Zim, Tyler shot by him and won one of the most important races of the year.

As a record breaker Tyler is every bit the equal of Windle. His forte is standing starts and before Johnson took a hand in the game he held all the short-distance standing records. Tyler was married last month and is now enjoying a well-earned rest. A colored plate of Harry is one of the features of this Christmas number.

## Johnson Has a Fine Record.

John S. Johnson has ridden in more races this year than any other man on the path and stands next to Zimmerman in the number of races won. Johnnie started in at Savannah, Ga., last spring, where he met Harry Wheeler, then an amateur, the finishes between them being close and exciting. Honors were even between the two, each man winning two races. While Zimmerman and Sanger were in Europe, Johnson had a clear field and he didn't let any grass grow under his wheel, participating in every meet of any importance that took place the earlier part of the season. Dirnberger, Bliss, and Bald were about the only ones to defeat him until Sanger came along, and at Toledo the Milwaukeean captured two out of the three races in which they rode. Johnson was beginning to be somewhat stale at this time and did not ride in his usual form. A couple of weeks rest before the Chicago meet put him in prime form and he was prepared to meet Zimmerman for the first time. During the first part of the week Johnson had poor luck, being defeated in nearly every event by Zim and Tyler. But in the

five-mile national championship Johnnie's staying powers were shown. Profiting by past experience he trailed Zimmerman and hung on to the Jerseyman's rear wheel until the home stretch was reached. Then he made his rush and left the champion in the rear. Those who saw Zim's face when Johnson went by him will never forget the look of surprise and dismay on it.

Johnson rode second to Zim many times at the succeeding meets and gave promise of showing rare speed at Springfield, that Mecca of all racing men. But here his luck turned and when he reached the Massachusetts city his teeth began troubling him and he had to spend several days in a dentist's chair having his gums lanced. Of course this put a damper on his racing and he had to rest for a week or so. He did fairly well the balance of the season, taking it easy so as to be ready for his onslaught on the records. In this, as every one knows, he was more than successful, breaking all records up to and including the mile. Although the Racing Board refused to accept the latter or any horse-paced records, yet Johnson was given the credit of having ridden the fastest mile on a bicycle, until Bliss and Dirnberger snatched his laurels from him. Out of 134 races this year Johnson won 82 firsts, 26 seconds, 10 thirds, 4 fourths, and was unplaced 14 times. He also won 19 special prizes. He is now training for the skating championship this winter.

## The "Pocket Hercules."

A more popular little rider than Julian "Pinkey" Bliss, who now holds the mile standing-start record, can not be found on the racing path. A true sportsman is the best description of him. Small in stature, of a sunny, genial disposition, and a perfect gentleman, it is small wonder that he captures the hearts of all audiences. He has more nicknames than even Jimmy and takes all joking good-naturedly. Bliss has been racing for the last three or four years, but it was not until the fall of '92 that he became generally known, and it all came about by his famous mile in 2:13 at Columbus. He was the second man to get under Windle's 2:15, and this taste of record breaking only served to whet his appetite, for now he has blossomed out into a miniature Windle. His records made at Nashville and Birmingham are wonderful rides. He now has to his credit nearly all the



From a cyclist's camera—a road near Savannah, Ga.

shorter distance records from a standing start. His great forte is "holding on" and at that game he is unsurpassed. Zimmerman says that if a locomotive went by Bliss he would simply trail it and nothing could shake him off. This he proved at the Chicago meet, in the ten-kilometer race, when he trailed the "Skeeter" so close that more than one thought that he would win. He left Johnson in the rear and gave Zim an uncomfortable feeling.

Bliss started his season in the south, where he carried everything before him, breaking the Kentucky state record. At Sandusky and Toledo he showed rare form and on the circuit following these meets he twice defeated Johnson. At Detroit he rode a wonderful race in the mile handicap, where, on a poor track and with no pacemaking, he won from scratch in 2:17—a state record that still stands. At Chicago he was a general favorite and when he beat Tyler out in the mile invitation, through the latter losing his pedals right at the finish, and turned around and gave the race to Tyler, the crowd went crazy. It is by such acts that he has become a favorite. He shows up particularly well in handicaps, the majority of his wins being of this class. He is always willing to do his share of the donkey work and has a lightning-like sprint. Bliss has been the most successful man on the Rambler team, his winnings footing up close to \$5,000. He is twenty-one years of age and weighs about 125 pounds when in condition.

## "Curly-Headed Moike."

M. F. Dirnberger is the last one of this year's crop of record breakers and he is a rare good 'un. Mike is a Buffalo boy and was unknown until he gave John Stearns Johnson a drubbing in a half-mile open at one of the New York meets, following it up with another a few days later. It was then seen that he had good stuff in him and since that time his progress up the ladder of fame has been rapid. He joined the Rambler team at Chicago and has been a member of that aggregation of stars ever since. He is about the size of Bliss and is that youth's running mate. In half-mile handicaps he is without a peer and is sure to show up in front, taking



chances that would make the hair of an accident-insurance man turn gray. And he always rides to win. "Dirn" has ridden two or three half-mile handicaps from scratch in the vicinity of 1:02.

His record breaking at Nashville and Birmingham has attracted world-wide attention. His flying mile in 1:51 is the fastest ever ridden on a bicycle. Should he continue on the path in '94 he will be one of the bright, particular stars of the year. His flying half in :54, a cut of a full second from Johnson's, proves that he is every whit the equal of Tom Eck's protege against the watch.

#### Taylor and Githens.

These two men resemble each other to a marked degree. Both of them are high-strung and exceedingly nervous, and ride the better for it. Taylor is better known, perhaps, because he twice broke the mile record last year. His cut of four seconds from Windle's record, which had stood for nearly a year, created a world-wide sensation. Much was expected from Taylor in '92, and he was thought to be the only man to stop Zimmerman in his onward march for the championship. When the Jeseryman returned from his European trip in '92 the man he most feared was Taylor. The race between the two at Asbury Park was worth going miles to see, for they rode as they had never done before, the finish being exceedingly close. Taylor rode himself blind, and Zim won. This seemed to take away a great deal of his backbone, for the rest of the year he rode but indifferently as compared to his previous form. This year he did fairly well, battling very successfully with Tyler and Windle, and beating the two about as many times as they did him. The latter part of the '93 season he was bothered considerably by sore lungs, and in consequence could not do himself justice. The first of October he gave up racing for this year, and is now studying dentistry in Philadelphia.

Herbie Githens is a Chicagoan to the backbone. His red-tinted hair and smiling face are familiar to all those who attend western meets. Githens was the last of the cracks to desert the good (?) old ordinary, and in the days of the antique machines Herbie was right on top. He was the only Chicagoan who could hold his own in the east while Lumsden was ill, and right royally did he battle for the glory of his home city. Descending to a safety he was just as successful, and has gained the reputation of being a fine handicap rider. Githens does not have much time to train, the electrical business keeping him busy. The few hours he does manage to get from work he races. If Githens had the time to devote to racing that some of the others do, he would be right on the top of the heap. "Herb" does not shine as a record breaker, although it is said that he established a two-thirds mile competition record of 1:50 something this year. Both Taylor and Githens are members of the Rambler team, and the colored pictures of them in this issue are the latest and best the two cracks have ever sat for.

#### Meintjes and Osmond.

The two distinguished foreigners—Osmond and Meintjes—who visited America have no cause to complain of the treatment they received. The Yankees welcomed them with open arms, and anything they wanted was theirs. Osmond came first, and after being banqueted and shown the road to Pullman, he settled down and trained hard to get in shape for the international meet. Day after day he was to be found at the track plugging along in one ceaseless grind, setting a stiff space, but lacking that finishing sprint that made the name of Osmond famous in his own country. When the August meet was held Osmond was moving well, but not so well as he wished, and he very wisely refused to get up against Zimmerman, although he was urged to. Many criticised him, saying that he ought to take his licking like a man, but Frederick's head was long, and the only chance Americans got to see him ride was when he paced Meintjes in the 100-kilometer race. Then his riding evoked much enthusiasm. The steady pedaling and machine-like movements of the man were a revelation to those who had been used to the rough-and-ready riding of the impetuous Americans. Osmond took a run up into Canada and tried his hand at racing at Toronto. Rhodes and Hyslop were too much for him, and he only rode in two races—the half-mile handicap and the five-mile open, breaking Cana-

dian record in the former, and only riding in the latter to pace Hyslop and Rhodes for record.

Meintjes' success in England made him a favorite here and he was received as a brother. He showed us how to ride long-distance races when he won the sixty-two mile event at the international meet. He was continually calling for more pace and could follow any one. In shorter races he was not so successful. However, he managed to score one sensational win at Indianapolis, when he stole a march on Zimmerman, Tyler, Johnson, and Bliss in the half-mile open, and ran home yards ahead of them all. At Springfield he had a try at records and the phenomenal times made by him when he broke the three, four, and five mile records still stand. His onslaught on the hour record was also successful. With the best of pace-making and a magnificent track he brought England's chief record to this country, and then to show that he wasn't tired he rode the last half-mile of his long journey in 1:02, making Sanger work to keep ahead of him. He seems to be the only man who can use a high gear (his was an 80-inch) and get any speed out of it. Meintjes and Zimmerman became very chummy and before he left the South African gave Zim a magnificent diamond ring as a token of his regard for our champion. It is to be hoped that Meintjes will come over next year.

#### Bald is a Promising Youth.

Among the Buffalonians who have made names for themselves this year is E. C. Bald. His racing career is somewhat similar to that of his townsman, Dirnberger. By defeating Johnson he attracted the attention of that prince of trainers Asa Windle. When Asa takes hold of a man

there must be something in him and in the case of Bald this was clearly proven. Under the watchful eye of the Pope company's inducer the Buffalo lad improved wonderfully, and in the east showed his real form. To his habit of never giving up until the tape is crossed he owes the biggest feather in his cap, for by hard work he showed Sanger the way across the tape in a mile open at one of the meets following Springfield. He was selected to go for records at Hartford and did a flying quarter in :25 1-5. This was done on a Sunday and consequently did not stand. Bald is a butcher and is at present working at his trade. A colored picture of him will be found in another part of the paper.

A. T. Crooks, at home on road or path, also hails from Buffalo. He is a man who seems never to tire and to his bull-dog

tenacity he owes many of his victories. A finer handicap rider would be hard to find. At the Chicago meet his riding was particularly fine. In the one-mile handicap he started from the fifty-yard mark and catching a large field won in the remarkable time of 2:07 2-5. Crooks has also been very successful on the road. It is rumored that he intends to turn professional and follow Wheeler to Europe.

#### George A. Banker.

"Kid" Banker is an inveterate joker and is never happier than when playing jokes. But this does not prevent him from being a first-rate racing man. Somehow or other Banker always seems able to roll up a formidable lot of firsts in one season. This year has been one of his off years, but still he has contrived to get among the first three. George is one of Zimmerman's chums and it was partly on this account that the champion finished second to Banker at Pittsburg. Other racing men fear George's Sangeresque jump and they have cause. He can jump a bunch and get yards ahead of them in less time than it takes to write it. At Savannah this fall Banker won eight firsts in two days and at Charleston and Augusta he was also right to the fore. This added materially to his winnings. Banker comes of a racing family, two of his brothers having been at one time bright lights in the cycling world. His younger brother, Arthur L., promises to be as good as George and is the best man in Pittsburg when the "Kid" is away.

W. A. Rhodes, who has been racing as long as the oldest inhabitant can remember, has had a fair year. The earlier part of the season he rode poorly. He made an attempt to win the time prize in the Pullman, but punctured before he had gone five miles. Canadian soil seems to agree with the old war horse, for every time he went up there this year he carried off nearly all the prizes. On one of his excursions in the land of the beaver



"'Bout three miles to the corners."



he ran across F. J. Osmond, who went to Canada to see if he was in fit form to meet the Yankee cracks. Evidently he was not, for the scalp of the noted Englishman now reposes in Rhodes' belt. A quarter-mile dash is Rhodes' favorite distance and he did a fourth in :27 at Minneapolis and later in :24 3-5 at Independence. The one great fault with "Billy" is his weak heart. The moment another man gets ahead of him he gives up in disgust. He has lost any number of races on this account. Rhodes is said to have the finest pair of legs of any man now on the path.

Down Columbus way no one can hold a candle to Conn Baker as a racing man. He has fully justified the people's confidence in him and has swept the country around his home, capturing all the rich plums. He has been quite successful this year. He has attended most of the big meets and won something at every one of them. He rode particularly well at his home city, when he and his brothers won a majority of the prizes. At Chicago he was placed in all the heats and won one handicap and ran second in another. He has beaten Meintjes, Johnson, and several of the other cracks by trailing the leader and following him home. Baker was one of Johnson's pace-makers at Independence.

George C. Smith, better known as "Riverside" Smith, has not been a howling success this year. Time was when he was almost invincible at a quarter, but now George has sadly deteriorated and has lost most of his wonderful sprint. His illness just when the racing season was at its height injured his speed and the balance of the season he had to let men go by him whom he had beaten repeatedly. A winter's rest will do the N. Y. A. C. crack a world of good and if he doesn't show some of his old-time form next year it will be a surprise to the public at large.

### An Ex-Recordholder.

In the good old solid tire days Hoyland Smith was a first-rater and his name appeared several times on the record table. Long distances were his favorites and he made a successful onslaught on the hour record. Hoyland is probably the thinnest man on the path and is also the best-natured. His sun-browned face wears a perpetual smile and he is somewhat of a philosopher. Mr. Smith has not been in his usual form this year, and consequently his winnings were not so large as might be.

A. W. Warren is a very promising youngster. He is about eighteen years of age and made his debut in the fall of '92, winning a piano race at Birmingham, Conn. This season he has attended all the principal meets and he has met with rare success. At Springfield this fall he is credited with having done a standing mile in 2:04. Later he tried to beat the famous pacer, Flying Jib, and was distanced. Warren rides under the colors of the Hartford Wheel Club. He is also champion of Connecticut.

Another youngster who travels in the same class with Warren is E. A. Nelson, of Springfield, Mass. There has been considerable rivalry between the two this year and they have about divided honors. Nelson won most of his races in the east, although he rode at Detroit and Chicago. At the latter place he had the misfortune to fall and this laid him up for some time. He is now confined to his bed by a severe attack of typhoid fever.

E. A. McDuffee is the king of pot-hunters in the east. He is a fine rider and shows up especially well in road races. But instead of keeping the other cracks company on the circuits this year, he preferred to have the whole thing to himself while they were away. He was quite successful. On the road he was more so, winning time in the Poorman road race and also breaking the twenty-five-mile road record in an eastern road race. He did some creditable work on a tandem this fall. J. P. Clark was his mate and they helped Tyler and Windle make their records. Clark also did a great deal of work on the track. He showed up particularly well at Chicago.

### Some Old Timers.

The names of L. D. Munger, A. E. Lumsden, C. W. Davis, and E. W. Ballard were familiar ones last year. You could hardly pick up a paper without seeing something about them. But this year it is different. "Birdie" Munger's hard racing in '92 told on him and he was seen but little on the track. About the only thing he did this year worth mentioning was to run second to Crooks and Dirnberger in the national tandem championship. He couldn't help it, as there were only two entries in the race. You can always count upon seeing a hot race when "Birdie" is among the starters, for he always takes the pace and rides to win from the start. This failing—if you can call it that—has lost him any number of races. Munger is now among the good old "has beens." Lumsden is another old-time favorite. On an ordinary he was second only to Windle and when the two met it was the west vs. the east, and Lumsden always carried the westerners' money. Last spring "Lummy" became a benedict and married life wooed him from

the path and he did not participate in more than a dozen races, with indifferent success. Davis has also married. He rode at Milwaukee and Chicago this year. At the former town he won several races. He is now engaged in teaching a pretty girl baby to say "papa." E. W. Ballard, his brother-in-law, was one of those who went south last winter in a vain endeavor to break records. He came near getting the quarter, but the weather was against him. He spent the earlier part of the year in California and did not commence to race until the middle of August, when he joined the C. O. P. and took in all of the county fairs in the vicinity of Chicago.

### The Giant of the Path.

The "Stearns incandescent" is the other name for F. Howard Tuttle, who hails from Chicago, but signs Syracuse on hotel registers. "Tut" is the tallest man on the path, his six feet three inches towering even above Rhodes, who is no baby. Tuttle started in this year more with the idea of seeing if he had any of his old speed left. He surprised Tom Eck, and the trainer at once put "Tut" through a course of sprouts, and for a while the erstwhile Chicagoan promised to be dangerous. The earlier part of the season he showed rare form, and helped Johnson out of many a hole by sacrificing his chances, so that the Minneapolitan might win. While training on the Chicago track for the international meet Tuttle established a track record of 2:11, which stood for some time. Soon afterward he gave up racing for the year.

E. C. Bode and A. D. Kennedy, Jr., traveled together this year to meets in the west. Bode is an old timer, and a year or so ago he astonished everybody by the speed he showed. He then rested a year, and this season recommenced racing in earnest. He trained hard, and rode well at the Chicago meet, and from that time on he showed steady improvement, scoring heavily at Milwaukee, Ripon, Saginaw, and Bay City. The latter part of

the season he joined the C. O. P. Kennedy, his running mate, one of this year's crop, struck a gait at Rockford on the Fourth of July which he has kept up ever since. At Chicago he won two hard-fought handicaps, beating Githens and Crooks out in the final sprint. At Milwaukee he again made some splendid rides in handicaps, and soon afterward won a mile open from Taylor and Dirnberger. At Indianapolis he again showed up well. Kennedy has just recovered from a severe attack of typhoid fever.

From the highest round of the ladder of racing fame W. F. Murphy has fallen many rounds. In the good old days "Billy" was known as the "king of handicap riders," and he rightly earned that title, for he was a veritable whirlwind in handicaps. But the last two years Murphy has not been himself. Either he has lost most of his speed or else the other men are riding faster, for Murphy has won but few races this year. He has made several meritorious rides on the road, and won a few handicap races, but that is about the extent of his performances. Even in the ordinary race

at Chicago he was forced to give up, the pace being too hot.

### The Eastern Ramblers.

F. J. Titus, O. S. Brandt, of New York, and E. F. Miller, of Vineland, N. J., composed the eastern part of the Rambler team. These youngsters made several sensational wins this year and showed that with a little more experience they will be right in the first class. Titus won his novice race July 1, 1893, and has raced with all the cracks since that time. Very few can equal his record. Brandt won a sensational race at the Springfield meet when he captured the two-mile 5:30 class, almost distancing Banker and others. He got a lead of 200 yards at the start and kept it until the finish, the others being unable to gain an inch. Miller has had more experience than the other two and has been the king bee in Philadelphia and vicinity since Taxis was professionalized.

A. N. French, A. I. Brown, and E. C. Johnson have carried Cleveland's colors to the front this year on many a hard fought field. French has done most of his racing with the cracks and has made an excellent showing. Brown has come up rapidly and is a dangerous man in handicaps. Johnson had everything his own way in Cleveland until the advent of Brown and French. R. F. Goetz is another Clevelander who did some good riding last year. C. C. Van Tine, of Findlay, O., O. P. Bernhardt, of Toledo, and O. L. Brailey, of Wauseon, O., have traveled considerably with this crowd and need not be ashamed of the record they have made. E. V. Minor, of Indianapolis, did some remarkably fine riding this year, winning several good races and capturing a piano. He is state champion and is a pure amateur, if such exists.

E. L. Blauvelt and Paul Grosch are eastern riders of considerable fame. Grosch raced last year with varying luck and this year he kept up his good work. He is not afraid of the cracks and has been seen in many open



"Wait till that bicycle feller comes along wat run over my pullet."



events in which Zim, Windle, and Tyler rode. Blauvelt has made a better showing, having won about \$3,500 worth of prizes this year. His work was not confined entirely to the track. In the Irvington-Milburn he ran eighth from the three-minute mark and also eighth in the Newark-Princeton 100-mile race. He won the Murray cup for the third time in the Brooklyn Ramblers ten-mile road race. There were fifteen other names on the cup. Charles Brown and Ray McDonald are two others from Jersey who are entitled to be called full-fledged racing men.

B. B. Bird, of St. Paul, is champion of the northwest. Johnson can hardly be said to have from that portion of the country, for he rides for the Century Cycling Club, of Syracuse. Bird won twenty-three consecutive races this year—a record only equaled by Zimmerman. Most of his races have been handicaps and he has only failed four times to catch the judge's eye. His work at the Minneapolis meet was particularly fine, as he beat Githens twice from the same mark in handicaps. Bird has a quarter-mile record of :25 1-5.

Wilbur F. Edwards and L. W. Fox, of California, are champions of the Pacific coast. Edwards broke the coast record by winning a mile handicap from scratch in 2:15. Foster, Ziegler, and Burke are also bright lights of California cycling.

Among those who have done well this year are Charles T. Knisely, who broke the four-mile competition record at Chicago; G. L. Emerson, Gus Steele, James Levy, C. H. Peck, and George Denison, of Chicago; F. L. Jenny, of Utica; J. H. Gardner, John Wilkinson, E. W. Murray, and J. Pendergast, of Syracuse; M. H. Burt, of Wichita; G. H. Elletthorpe, of Fort Wayne; W. L. Swendemann, of Helena, Mont.; Charles Kindevatter and H. R. Warren, of Kansas City, and A. G. Harding and O. L. Cox, of St. Louis.

#### They are now Professionals.

Missing from the ranks of the amateurs are H. C. Wheeler, P. J. Berlo, C. W. Dorntge, A. B. Rich, Carl Hess, W. W. Taxis, and C. M. Murphy. The latter two were professionalized by the Racing Board, one for selling his prizes and the other for accepting cash in lieu of a prize. Since their misfortune they have not raced, having refused to join the N. C. A. They hope for reinstatement. The career of Wheeler is well known. He easily won everything in the N. C. A. and is now in Europe waiting for a go at the foreign professionals. It is to be regretted that Wheeler would not meet Schofield when the latter wanted to make a match with him. Berlo retired after winning about \$2,000 and is now making wheels in Boston. Dorntge has given up racing for good, so he says, and has settled down in his Buffalo

home. A. B. Rich is another one who has given up the fascinations of the path and has gone into the paint business with his father.

#### On the Road.

England will not long be able to boast of her road records if the rides made by Americans this year prove anything. Beedleson's one-legged ride from 'Frisco to New York was a seven days' wonder. Then Wylie broke the record from New York to Chicago, lowering it to 10 days 3 hours 35 minutes. He also broke the American 1,000 mile record. Next on the list is E. C. Yeatman's magnificent ride of 311 miles on the road in 24 hours. Following close on his heels is L. H. Bannister, who won the 24-hour race from Buffalo to Pittsburg under adverse circumstances. J. W. Linneman twice broke the 100-mile record and James Willis and W. Bainbridge broke the ten-mile record on the same day; Willis' time, however, was the best, being 27:26. Frank Waller broke the twenty-five-mile road record, lowering it to 1:06:10. Emil Ulbricht and C. H. Peck also did good work on the road. Ulbricht's ride in the 100-kilometer championship at Chicago will not soon be forgotten. Even after Meintjes had repeatedly lapped him he kept on and finished a good second.

Road racing received a boom this year and every club of any size at all held from one to six road races. The four big events of the year—the Pullman, the Irvington-Milburn, the Milwaukee-Waukesha, and the Poorman—were as hotly contested as ever, the former holding the lead, but the others pushing hard to the front. This year's Pullman was a great surprise in Chicago, for the crack men were badly beaten by the dark horses. No one ever thought that Martin Nessel possessed enough speed and endurance to beat such men as Bliss, Githens, Lumsden, and Knisely for the time prize. The Irvington-Milburn on the same day was also run successfully and the twenty-five-mile road record lowered by C. M. Murphy. The Poorman road race on the Fourth of July proved to be another surprise, for C. H. Peck, of Chicago, turned up the winner from the 4:30 mark. The Waukesha was hotly contested and a Chicago man carried off time honors.

Next year should see as much interest taken in road racing as in track events. While not quite so exciting as the latter, still there is always a large crowd at a road race, for people will go there knowing that it will not cost them anything. This helps to educate them and they take an interest in cycling that they did not feel before.

M. le Prince de Sagan is organizing a cycling club among the French nobility. He hopes for a membership of 1,000.



Major Billy Atwell—every one knows him.

### RECORD OF THE PROMINENT RACING MEN OF 1893.

Name.	Firsts.	Sec.	Thirds.	Value of Prizes.	Wheel.	Tires.	Racing Colors.	Club.
A. A. Zimmerman	101	8	3	\$15,000*	Raleigh	Palmer and Dunlop	Black	N. Y. A. C.
W. C. Sanger	22	7	4	5,000	Sanger	Palmer	Black	Springfield Bi. C.
H. C. Tyler	27	12	4	5,000*	Union	Palmer	Black	Springfield Bi. C.
W. W. Windle	16	15	17	3,500*	Union	Palmer	Black	Springfield Bi. C.
J. S. Johnson	82	26	10	10,000*	Stearns	Palmer and Bidwell	Drab	Century C. C., Syracuse
J. P. Bliss	36	46	41	6,300	Rambler	Palmer	Pink	Chicago A. C.
G. F. Taylor	16	23	16	4,200	Rambler	Palmer	Crimson	Waltham C. C.
H. A. Githens	8	21	10	2,000	Rambler	Palmer	Lavender	Chicago A. A.
M. F. Dirnberger	41	32	13	4,200	Rambler	Palmer	Blue	Press C. C., Buffalo
E. C. Bald	35	16	12	3,646	Columbia	Columbia	Black	Press C. C., Buffalo
G. A. Banker	47	24	12	2,000	Raleigh and Cleveland	Dunlop and Cleveland	White	Pittsburg A. C.
A. W. Warren	21	18	13	2,650	Columbia	Columbia	Black	Hartford W. C.
E. A. Nelson	36	18	15	3,500	Union	Palmer	Black	Springfield Bi. C.
H. Smith	9	8	16	1,000	Columbia	Columbia	Black	N. Y. A. C.
E. C. Johnson	22	19	8	1,600	Triangle	Palmer	Brown	Lakeside C. C., Cleveland
A. N. French	12	17	10	2,000*	Rambler	Palmer	Yellow	Lakeside C. C., Cleveland
F. J. Titus	13	19	2	1,000	Rambler	Palmer	Peacock blue	Riverside Wheelmen
E. F. Miller	18	10	5	2,300	Rambler	Palmer	Black	Vineland Wheelmen
A. L. Banker	33	14	6	3,000*	Cleveland	Cleveland	Black	Pittsburg A. C.
F. H. Tuttle	9	13	10	1,525	Stearns	Palmer	White	Syracuse A. A.
Conn Baker	15	16	18	2,000*	McCune	Palmer	White	Columbus C. C.
E. V. Minor	7	7	2	1,186	Waverley	Palmer	Black	Indianapolis
W. H. Mullikin	9	17	12	1,680	Humber	Palmer	Black	Baltimore
E. L. Blauvelt	31	24	34	3,500	Lyndhurst	Palmer	Gray	Elizabeth A. C.
B. B. Bird	43	6	1	3,500	Raleigh	G. & J.	Black	St. Paul
C. H. Peck	11	13	7	900	Fowler	Palmer	Black	Chicago C. C.
C. T. Knisely	13	12	8	2,000	Fowler and Rambler	Palmer and G. & J.	Lavender	Illinois C. C.
James Levy	20	14	11	850	Illinois Flyer	Palmer	Maroon	Chicago C. C.
A. I. Brown	24	18	15	2,780	Triangle	Palmer	Brown	Lakeside C. C., Cleveland
E. A. McDuffee	29	15	7	3,500*	McCune	Palmer	Wine	Malden C. C.
E. C. Bode	21	11	11	2,500*	Fowler	Palmer	Royal Blue	Chicago A. A.
A. D. Kennedy, Jr.	27	9	7	2,500*	Fowler	Palmer	Maroon	Illinois C. C.
H. R. Warren	11	5	5	1,000*	Fowler	Palmer	Black	Kansas City Cyclists

These thirty-three men have won \$101,317 worth of prizes this year. They have captured 822 firsts, 451 seconds, and 365 thirds. The asterisks denote the estimated value of each man's prizes where it has not been verified.



## OUR SIDE OF THE STORY.

### England's Charges Regarding the Treatment of Schofield Answered —Our Timing in Record-Breaking Trials All Right.

The British cycling press seized with much eagerness upon the reported pocketing of Schofield in the N. C. A. races, insisting upon regarding it as our revenge for the Zimmerman episode; and found it a natural transition to pass from our unfair treatment of a visiting Englishman to a diatribe against our system of timing and our ways in general. There were honorable exceptions to those papers which took advantage of this pretext, but the majority showed plainly that they were very glad to lend ear to any tale to our discredit.

The Schofield incident is readily disposed of, and had the British papers cared to look into it they could readily have discovered the truth of the matter. When Schofield came here he was regarded with some jealousy and dislike by the men riding for the N. C. A. This was perfectly natural when it is remembered that he came here, an Englishman, heralded as the "tight little isle's" best man, who was expected to battle with Wheeler for the association's biggest purses.

**In Schofield's First Race,** at Philadelphia, there was a combination against him, and he was crowded by at least one man, the intention being to aid Wheeler. At the second race meet, in New York, the combination was still more in evidence, and the first heat of the scratch race was run in a very unusual manner. Wheeler hung back on the last lap, instead of pursuing his accustomed tactics and going to the front, while the other men bunched in front of Wheeler and Schofield. Then, at the proper time, room was made for the former, but not for the Englishman, and coming around the last turn he was obliged to run very wide, and made a poor showing.

So far the tale agrees with that told on the other side of the water, but of the sequel never a word was said. The jockeying had been perceived by the referee, and when the men came to the tape for the next heat he read them a lecture, telling them that any one who attempted jockeying in that heat would be disqualified. The warning served its purpose, and in the next heat Wheeler and Schofield fought out their battle without interference from any one, the Englishman suffering a decisive defeat; so complete, in fact, that he gave up entirely on the straight, and one or two others besides Wheeler beat him in. Later, when he got in form, he recovered his ascendancy over all the men except Wheeler, and when he became really fit

#### The Latter had Become Disgruntled

and they did not meet. Not once after this did Schofield have any trouble from combinations against him; in fact, he became a member of one of the little factions which always exist among racing men, and entirely lost his isolated position as a foreigner.

Had the English papers cared to hear more than one side of the story they could easily have learned it, and they would have known that all rumors of pocketing ceased after the meet referred to. But they were only too eager to point to our method of retaliation, and to seek consolation in the belief that we were as petty as themselves.

The English habit of affecting to doubt our timing is to be ascribed in a great measure to the chagrin felt at the wonderful riding of our men. Years ago, when Springfield first held world's records, the doubts then expressed could be pardoned on the score of lack of knowledge of us and our ways. But now, when our men have crossed the ocean and in competition with England's best men have proved their worth, and when intelligent Englishmen have visited us and seen our methods of conducting race meets, there is no excuse for the attitude taken.

It is true that carelessness in timing is but too prevalent at some of our meets, but at the larger and more important ones, and at record-breaking trials, the most rigid examination would fail to show a flaw. Not only are

the timers carefully selected, and known to possess reliable watches, but they are checked by dozens (sometimes hundreds) of watches in other hands, and the slightest error would be detected instantly. Indeed, correct timing has come to be almost a mania with us, and the search for the exact has resulted in the production of

#### Sterling Elliott's Chronograph,

which records the sixtieths of a second.

At Springfield, for example, it is utterly impossible for the failure of one man or one watch to correctly record the time, to mean that the time is either not correctly taken or not taken at all; and this is possible with English timing. Three, and sometimes four, men are obliged to compare their watches, and any marked variation of one watch is instantly detected, and the cause of the variation investigated.

In this, as in the Schofield case, the Englishmen want to believe there is something wrong, and do not want to have their pet theories disproved. They seize, therefore, upon anything like the Johnson-Dumbleton story, believe the word of an obscure and unreliable person like the latter, and make themselves a laughing stock by asserting that the L. A. W. accepted the Johnson records. Any one taking as keen an interest in Johnson's wonderful times as they did would certainly be expected to be posted as to whether the records had ever been accepted; but they seem to have been entirely ignorant of the fact that the Racing Board refused to accept them. It is, in fact, only upon ignorance that any doubts of the accuracy of our times can rest. We court the fullest investigation of our methods, knowing that the closer they are looked into the more pronounced will be the verdict in their favor.

BRAKESPEARE.

#### Herman Jordan.

This young man is the brother of Louis Jordan, Chicago's leading repair man. He does quite a little racing, having won all of the road races of his club, the North Chicago Wheelmen. His friends think that he possesses speed and only needs training to bring it out.

#### 'Frisco's Claims for the Meet.

SAN FRANCISCO, Dec. 15.—As there will be a series of athletic tournaments under the auspices of the Midwinter Fair, the wheelmen of this state, and particularly of this city, are anxious to have the annual meeting of the League of American Wheelmen held here. Of the several cities which have invited the national body to meet with them, San Francisco has the best claims upon which to base her invitation. First, the committee having charge of the outdoor entertainments during the fair promise to have constructed the best three-lap track in the United States, if not in the world. Messrs. Elwell & Rice, the architects

who designed the Bay City Wheelmen's cement track, are already at work on the plans. Second, the promised large attendance should be an important factor in the selection. If San Francisco gets the big meet cycling will receive a boom on this coast that will show itself on the books of manufacturers and thereby be of benefit to everybody interested in cycling.

*There was a young man of Thibet  
Whose wheel was attached for a debt.  
He took to his bed,  
Went wrong in his head,  
And hasn't got over it yet.*

*There was a young man from New York  
Whose chief recreation was talk.  
He jabbered so loud,  
He attracted a crowd,  
Which filled up his mouthpiece with cork.*

N. B.—Supposed to be a bicycle drummer.



HERMAN JORDAN.



## AN ADVENTURE ON ROGERS' HILL.

BY WHEELER B.

To be sure I learned to ride in a flat country, but my apprenticeship was served among as hardy a set of scorchers as ever crossed bicycles, and I naturally thought that I was equal to a ride over any road which was regularly frequented by any set of riders. So when an invitation came from St. Louis for a lot of us to go down there for a ride over the De Soto road I was the first to declare my intention of making one of the party. It was before the days of extremely light wheels, but I had always been an advocate of lightness, and carried my theories into practice by riding a twenty-six-pound racing machine, fitted with racing tires, on the road. I had been warned that such a wheel would not stand the roads over the Ozark Mountains from St. Louis to De Soto, but I laughed at the warning, and took my light wheel. I scorned all accessories, especially brakes, and vowed that when I found any road that I could not ride without the aid of a brake, I would stop riding. There were others in the party of my opinion, and the result was that half-a-dozen racing wheels went with us.

In due course of time we arrived in St. Louis, breakfasted, and started on our ride. Of course we expected that it would be a scorch, and we were not disappointed. We had not gone three miles of the forty-five before there were half-a-dozen of us tearing up and down hill at breakneck speed. We were not in the really bad hills then, but it was a hot scorch, nevertheless, and on this part of the road, which had a fairly good surface, our light wheels and high gears stood us in good stead; so good, in fact, that the scorchers' brigade was, at the end of ten miles, composed, with one exception, entirely of members of our party, and the last St. Louis man finally gave evidence of weariness, and began to lag behind before we slackened our pace. All this time we had been gradually getting among steeper and steeper hills. We slowed the pace considerably, and soon some of the St. Louis boys caught up and we found that climbing the mountains was tougher work than we had bargained for, and wished that we had not scorched so much at first; but regrets were futile, and the only thing left for us to do was to make the best of a bad job and keep our weariness to ourselves. It was at this juncture that we came to the top of one of the biggest of the big hills, Kimmswick by name. I held my wheel well in check when I began the descent, for the road was not only terribly steep but winding as well, and on the outer curve for a long distance the ground dropped abruptly away for any distance up to a hundred feet; and the landing place below—in case one was so unfortunate as to go over—was a mass of jagged rocks.

In days gone by I had successfully used my foot on the tire of a wheel in place of a brake and I fondly imagined that I could do this on the De Soto road before I tried it. I overlooked the fact that the outer cover of an old-style Dunlop racing tire was not a very substantial affair and when I tried the scheme I had the mortification of seeing the outer cover come off in big strips and I was soon riding on the mere canvas pocket and inner tube. This was before I started down Kimmswick Hill and I knew that all the control that I would have over the wheel would be gained by back pedaling. I back pedaled for dear life, but my little six-inch cranks were not what they ought to have been and I soon found that I had lost all power of retarding the speed of the wheel. There were two riders ahead of me riding abreast and having all they could do to manage their own wheels. I yelled like a Comanche for them to give me a share of the road but they were unable to do more than keep their own wheels under them and did not even try to give me room to pass. At last I saw that I would run into one or the other of them unless I adopted some desperate means to avoid it and so making up my mind that it would be better for all concerned for me to fall alone than with one or two others I slid off the back of my saddle. My feet hit the road first and then I began to roll and my wheel affectionately stuck by me. At the point where I went down, the surface of the road is the natural

rock and it is more like a pair of stairs than a road. One ledge of rock overlaps another and the rider drops from one ledge to another for fifty yards or more. It was on this stairlike piece of road that I made my dismount, and wheel and I rolled over and over till we were both the worse for wear, although neither was in as bad condition as might have been expected, and I managed to mount and ride on to Bulltown,—where we were to have dinner,—despite the fact that one crank was bent till it would hardly pass the rear forks.

At Bulltown I tried, with the aid of one of my friends, to straighten out the crank, but our efforts only resulted in breaking it off entirely. Such a little thing as that did not discourage us, however, for we proceeded to break into a blacksmith shop and weld the crank. The fire was dirty and we had to try several times before we got what we thought was a good joint.

While we had been acting the part of blacksmiths, the rest of the party had gone on ahead and we started after them in hot haste. All went well for two or three miles, when that welding came apart and I was left miles from any railroad station, on roads that were hard riding at the best, with a bicycle with only one crank. I was completely disgusted but told my companion to go on and overtake the rest and leave me to take care of myself. After a little urging he went on and then I began to make the best of my way ahead, for I had resolved that with two cranks or one I would get

to De Soto in some way. Of course I had to walk up all the hills and down a good many of them, and the seventeen miles that separated me from my destination seemed a long way, but I was bound to make it.

Finally I got to a place where I could do a good deal of riding. I was on top of a big bluff, and while the road was far from level, the grades were not so steep that I could not gain momentum enough going down one to take me up the next. I was congratulating myself on the splendid progress I was making, when I started down a grade rather longer than any I had met in some time. I pedaled down for dear life, thinking that it would take all the momentum I could gain to take me to the top of it. As I neared the bottom of the grade—as I thought—I saw that the road made a turn. Around the turn I went at a lively clip. To my surprise I saw that the road still continued down grade and I stopped pedaling, thinking I was going as fast as was safe. As I approached what

I again thought was the end of the grade, I saw that the road made another turn. Around this turn I whisked at racing speed. It was only then that I realized that I was on the south side of the famous Rogers' Hill. The road stretched straight down ahead of me for more than a mile, and what was more, it was the smoothest piece of road that I had found for a long while. It must not be thought that I am averse to smooth roads but with that terrible grade ahead of me, and going already at railroad speed, I saw that it would be an utter impossibility to stop unless the road was so heavy or rough that it would greatly aid me in my efforts. But the road was smooth.

I kept going faster and faster, until trees and rail fences seemed but a blurred mass. I was in a dangerous position and I knew it. I made up my mind that the very best thing for me to do was to turn into a pile of brush, or a clump of bushes, or even a fence. But alas for my plans, there was no possibility of running into anything even as soft as a rail fence, for the sides of the road were lined with the broken stone that had been taken away from the roadbed, for the whole hill is one mass of stone. I saw that I had no chance of saving myself in this way and decided that I would keep in the middle of the road and do my best to negotiate the curves at the bottom of the hill. I kept going faster and faster. I don't know what sort of time has been made on a bicycle under similar circumstances but I do know that my speed was far, far ahead of any recorded speed and I am almost sure that I was going as fast as a locomotive ever traveled.

To add to the dangers of my situation there were two buggies in the road ahead of me, approaching each other. I had seen them before but they did not give me any great inconvenience, for although the road was



Top of Frisco Hill—on the De Soto road.



narrow there was room for me to pass safely on either side but with little room to spare. But as I approached them with frightful velocity it became more and more evident the two would turn out for each other at just the time I had to pass. Nearer and nearer I came, praying that they would not turn out till I was past. But it was no use. When I was a hundred yards away I saw the nearest one begin to turn out. Without thinking, I emitted a yell that would make the everlasting fortune of an Indian in the days of Cooper. The noise acted like a charm. Both drivers pulled up out of sheer fright or surprise or something else. No matter what it was, they both pulled up and left me a narrow but sufficient space to go by. Like a meteor I sped past and on down to the foot of the hill. At the bottom the road crossed a little stream at an acute angle and the bridge spanning the stream was of course at a corresponding angle. It was questionable whether I would be able to negotiate that bridge but I thought I could. Keeping close to one side of the road I ran onto one corner of the bridge, and over and off at the diagonally opposite corner, and on along the road, now slightly up grade, for a few rods till the road took another curve, and there I went off at a tangent.

Thank the Lord I was not on the hill, and there was something besides broken rock to fall on. After flying through the air for goodness knows how many feet, I landed in a clump of sumac bushes, thoroughly well shaken up but not badly hurt. My already crippled wheel escaped also without any further injuries, and we continued the journey, and by the best of luck got through just in time to catch a train back to St. Louis.

I have had many another adventure awheel, before and since, which the spice of danger made only the more enjoyable, but I can never think of that ride down Rogers' Hill without a shudder, and I always recall the club song of the St. Louis wheelmen:

*If this is Rogers' Hill,  
Sit still, my heart, sit still.  
If this is the hill of which  
they talk,  
I rather think I'll walk.*

#### Of What Value are World's Records?

Now that so many records are being made all over the country, practical minded and level-headed men frequently ask why it is that those riders who put up phenomenal times against the watch, have time and again failed to win races when pitted against men who can not, or at any rate have not yet succeeded in coming within several seconds of these wonderful times. One, therefore, naturally asks of what value are these records as a test of the *individual ability of the riders*. My answer to that question is that they are of very little value. I consider that any first-class rider can, if he is properly trained, well mounted and paced, in a well organized and systematic manner, do remarkably fast times. The record is made not so much by the rider but by his trainer and pacemakers.

The would-be record smasher always lives on the track he has selected for the purpose; he waits until he feels in thorough health and condition, picks a suitable day, with the wind and atmospheric conditions in his favor, and then relies on his pacemakers to take him along at a record-breaking pace. It is impossible to foretell how much more the already remarkable times are going to be reduced. There must be a limit somewhere, but my idea is that next year will see a wholesale slash of this year's performances. I incline to the opinion that before many years a mile will be ridden on a bicycle as fast as an ordinary good race horse can gallop, say somewhere about 1:45—with a flying start of course.

As an indication of how fast it is possible for a bicycle to be propelled,

trials against the watch are undoubtedly of great value to the sport and of interest to the whole community. They advertise the sport and trade, and show the world what science and brains can do and what speed can be attained without the aid of steam or other mechanical power and with comparatively little strength and exertion. It is a well-known fact that fifty or sixty miles can be covered on a wheel with less fatigue and in infinitely less time than say twelve to fifteen miles on foot. Consequently, as above-mentioned, the record breakers deserve the thanks of all who are interested in cycling and the cycle trade, for demonstrating to the public the marked utility of the bicycle as a means of transportation. There, however, I contend, the credit ends. The man who does the fastest time trials is not necessarily the best rider, although I am aware that the general public do not and can not coincide with that view. They naturally think that if So-and-So has ridden a mile two or three seconds faster than any one else, he must of necessity be the best rider.

I claim that the only true test of their respective abilities is to be got in actual competition, where a man has not only to show that he can ride fast and keep going at the pace set by others, but has to use his head, show indomitable courage and quickness of brain power, and—to put the whole matter in one word—show that he is a *rider* and can win races at all times, in all kinds of weather, and on different tracks. Give me the man who wins races year in and year out, no matter what time is registered, and he is the man who deserves the greatest praise and honor and who is entitled to be looked upon as *the best man*, although he may not be able to lay claim to any world's records.

"THE PROPHET."

#### Fire! Fire!

Just as the last forms of this number were going to press late Wednesday night, a fire in the building where the press rooms are located caused all kinds of trouble. The fire was put out before much damage was done but it is due to the promptness of the Fire Insurance Patrol that our readers were not cheated out of their Christmas BEARINGS, for the water came down in

torrents from the floors above, and the printed forms would all have been ruined except for the tarpaulins that the firemen spread over them. As it was, the fire caused a delay of over thirty hours. Sorry for the delay, but glad it was not worse.

#### Mecredy's New Paper.

The initial number of Mecredy's new London paper, *The Cycle*, has come to hand. It reads like a mixture of *Cycling* and the *Irish Cyclist*. It is well written and chatty, and is freely illustrated. The trade puff is conspicuous for its absence. The proprietor intends to make it a paper for the rider and not for the trade, and will depend largely upon the subscriptions for support. Appearances: paper 11 x 15 inches; printed on pink paper; presswork and illustrating would not pass muster on this side the Atlantic, but [compare fairly well with the work on English contemporaries. Looks like a success.

#### Another of Bliss' Records Goes.

SAN FRANCISCO, Dec. 18.—Wilber J. Edwards, of San Jose, broke the world's record for an eighth mile yesterday, making it in 16 3-5 seconds, or 1-5 second under the time made by Julian P. Bliss, of Chicago, at Nashville last month.



Rogers' Hill.





BEARINGS

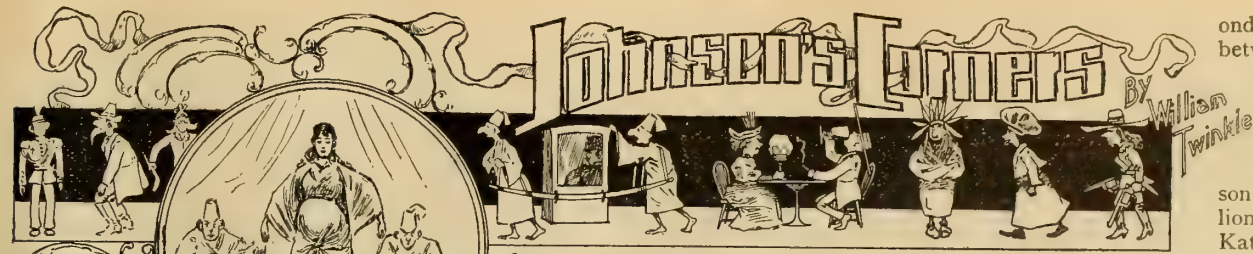
HOYLAND SMITH.





W. F. MURPHY.





FROM May 1 to November 1, while the Persian theater and the World's Columbian Exposition were being conducted on the Fair grounds of this metropolis, there was enough excitement and public interest afloat to stock up all the dead towns or furnish steam for all the sensational evening papers, from a given point on earth known arbitrarily as Dan to another called Beersheba. There was noise at alpha and confusion at omega, no matter whether you went in at the Plaisance and came out at the lake, or vice versa.

If you went in at the Plaisance and came out at the Plaisance you got a double infusion, and a great many visitors followed that plan. The noises ranged from "Ot, Ot, Ot, Ot!" to the voice of the fire-alarm horn, and music was always to be heard, from the unreliable tones of a Javanese flute to the gentle song of a concessionaire cursing the directory on the percentage plan.

But now the Fair is over, the visitors have all gone home, and many of them are posing as heroes while they sit around the fire and tell what they saw to the others who didn't go. The beautiful white walls are soon to go down, and already the orange-cider booths and the boys in blue have been taken away. A railroad has been spiked down over the very ground trod by Eulalia, George Francis Queer, Charles Anathema Dana, and other celebrities. The anthropological exhibit has given up its ghosts and its spear-heads, the flags are down, the chimes are silent, and the gondoliers have gone back to industrial pursuits; the wind moans through the fluted columns of the peristyle and none are there to look out upon the lake and grow maudlin-ecstatic; Columbus has been spared his atrocity in electric lights, the soldiers on the government green have gone away, and no smell of a clam-bake pursues them across the inlet; the marine cafe has dissolved, taking with it its \$2.50 broiled whitefish and \$8 sirloin steak, and the creole girls who spun cotton in Majah Jones' state building have again gone to cooking on Lower-river boats. The intercostal railway has stopped, the nightmares in the fisheries building have been taken away to frighten other peoples, the twenty or thirty first locomotives in the transportation building have been carted away by their patriotic owners, and the elevator does not run any more to the \$1.25 table d'hote lunch. Aye, the bicycles have been trundled away, some with awards and some without; some with swear words concealed within their saddle-bags; and the gallery of wheels is now an empty shelf with occasional marks on the balustrades where dealers had missed themselves in kicking. Where the finest wheel in the world could be seen in quantities without end, there remains only a dusty area, and the walls contain echoes of blessings upon the department chief. Rudy isn't there any more, nor is Bob Garden, nor Sam White, nor Osmond, and the whole place looks like one of those admirably adapted affairs in which to conduct an indoor race meet, and lose a thousand. The brass foundry does not shine at the head of the stairs and the mahogany hall has been taken apart. No stray ends remain. Not even a discarded patent can be picked up. On the wall near the stairs, in a regretful angular hand, is written these words, "Good-by, Willard; come down and see us on your copper rims."

The Corners have changed a bit since the Fair has been here. If J. Elmer Pratt or any other cheerful cycle salesman should drop into Main street today he would hardly know the place. Zimmerman's piano store has been turned into a diamond store during World's Fair year, and quality of stone is now the word instead of quality of tone. New windows have been put in, paint has been administered in all the colors of the League meet, and the family coat-of-arms adorns the front door. In heraldic terms it can be described as follows (it beats any scientific explanation of the elliptic sprocket or statement of League finances): Arms, quarterly—27 seconds, first and fourth Manasquan red, one-half dozen N. Y. A. C. heels with angels' wings or, two and one between seven cross cutlets. New Jersey arg., seven and eleven and four and forty dark secrets, Freehold. Sec-



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Corinthian brass. Suspenders, Dexter or Nancy Hanks, a grayhound proper collared gules and charged on the shoulder in red letters, "Read Johnson on Training." Sinister, a guinea pig writing N. C. U. rules chained or. Seat, three-spring. Clubs, etc.

A crest and coat-of-arms are valuable adjuncts to an exalted station, and it will only be a short time before all really aristocratic riders, like my friend Harry Chatfield Chatfield-Wheeler, Arthur Augustus Augustus-Zimmerman, or Julian Pye Pye-Bliss will be carrying them on their wheels in richly-embossed designs. The extremity to which the Consolidated Order of Pot-hunters will then be forced is perhaps worth reflecting upon.

If a wheelman should be found with a skull-and-crossbones panel on his steering head, he may be identified as one of the Tired Ten, a strictly inoffensive and novel organization which I think I once came across in Wisconsin. In case the adoption of crests should become common throughout the cycling world a few suggestions as to the designs to be selected by some of the prominent wheelmen or clubs can not be out of place. Wheelmen have been known to apply to different bicycle makers for advice as to what bicycle they had better ride, which shows them not to be above taking counsel from persons other than trainers.

There's Johnny Johnson, for instance. In having his crest drop-forged at Syracuse he should order it made kite-shaped, with Thomas Wonderful Eck rampant, charged with a caput argenti and "Nunquam non Paratus" written across in yellow letters.

Willie Windle would look well behind the design of Grip, the raven, in silhouette, with "Never Say Die" in large caps. Any symbol of the union will of course be proper, and blue will be a suitable color for trimmings.

Mike Dirnberger should adopt the American wild bison as an emblem, and George Taylor could be appropriately accoutered with the model of a dental chair with a victim rampant. Clubs that have no racing men should not adopt crests. A door plate and a standing debt will do them well enough and attract quite enough attention.

The grocery business is just fair. While the Exposition lasted it was rushing and I had to keep two clerks, but now things have quieted down and the old conditions have returned. Not entirely, however, are things the same as a year ago. The crowd that comes in after supper to tell stories and eat my prunes is not just as it was. Steve Elder got hypnotized by one of the Persian theater girls and she took him home with her to Milwaukee. And one of the Johnson boys went one day to the Court of Honor to see a man feed the gondolas and fell into the galoon. Last night I listened to the stories that were being told, and one of them impressed me very much. This is the story as Andy Magnus told it:

It was a cold night. The wind gave forth a cheerless strain as it whirled through the leafless branches of the maples—which in the summer gone had imparted to the street its beauty. The light of a lamp here and there showed a dim blue through window panes heavily coated with sparkling frost. The bells jingled with a metallic ring as if they might break in frozen fragments at the horses' feet, and the shop doors made creaking noises as they were swung upon their frosty hinges. Persons with errands to perform ran, both going and coming, and held mittens to their ears. A farmer's team, whose lord and master was enjoying the warmth of the grocery store which stood next the bake-shop, shivered at their post as each blast of north wind swept down the main street of the town, and they wondered whether he would ever come to drive them home. It was a night for chilling one's bones—such a night as makes men appreciate the comfort of a warm hearth and wonder how many unfortunate people are shivering around scant and cheerless firesides. The snow lay in drifted heaps all over the fields and covered the country road where the boys in summer ran behind the cows. That day the little drop of water which always hung from the tip of the old postmaster's nose, and which threatened to fall to earth but never fell, froze solid as a moonstone, and the nicotineous splashes that adorned the patriarchal beard of the resident Munchausen were solidified into fantastic shapes. Pumps had frozen and burst, children had come home from school with frosted ears, woodchoppers had laid down their axes and gathered around log fires, and altogether it was a day for staying indoors.





## REMINISCENCES OF PROFESSIONAL DAYS.

BY C. G. S.

The stovepipe which in many uncertain joints stretched upward from a big round heater, about which were gathered the farmer and the dozen choice "spirits" of the town, fitted loosely into the wall, and the unsteady force of the wind frequently drove the smoke out into the room in great round puffs. The door rattled upon its latch, and the men looked occasionally in its direction expecting to see some one enter.

Now and then some muffled-up inhabitant went hurrying past, only glancing in through the window, or one of the "town boys" shouted to another across the street and said it was cold. A "bob-sled" party, bundled almost to the verge of blindness, swept by, and soon the bells, the horns, and the voices died away in the distance.

The men had not spoken a word for half an hour. Old John had refilled his pipe some four or five times, and once he expectorated decisively and prepared to venture the assertion that it was a cold night, but he remembered hearing the groceryman say the same thing, and so remained quiet.

Suddenly there was a noise at the front door and a little girl, whose head reached about as high as the latch, entered. She went to the counter, and standing on tip-toe told the groceryman that she wanted a half-pound of butter, a package of coffee, and a half-pound of rice. The groceryman was in his shirt sleeves, and he leaned on the counter's edge with his arms spread out as most grocerymen do, while he made a mental note of the little girl's order. When he had tied up the three parcels and pushed them toward her she took them in her arms and said, "Pa 'll pay ye Saturday." The groceryman well knew that "Pa" would never pay him, but he said "all right" to the little girl as he opened the door for her.

It was Christmas Eve and he knew that to Jennie Garretson Christmas had never come. Jennie's "Pa" never arose above the task of providing, in a most wretched manner, the bare necessities for her existence and that of her mother and her two sisters. Moreover, Jennie's "Pa" never paid for anything if he could avoid it. He was a worthless, drunken teamster, who frequently got into such a state of inebriety that he slept on his wagon.

One night he beat his horse until the animal kicked him into insensibility and he was found the next morning nearly dead from exposure. Two or three times he had been rescued from a snow bank when he was about to freeze to death.

The storekeepers knew Garretson, and even though they saw through the ruse which he adopted of sending the girl to purchase things with instructions to say that "Pa would pay them," they generally gave Jennie what she asked for and left her still in ignorance of "Pa's" bad credit. Sometimes, when she had come too often, they told her they were "just out" of the articles she asked for, thereby compromising their reputations for keeping in stock the staple articles of trade.

"Purty smart sort uv a gal, that little Garretson gal," said Joe Orton, who kept the bake-shop, but who had



"Pa will pay."

locked it and left it in the care of the mice an hour or more previous.

"Yes," said Hank Cook, who spoke because no one else seemed likely to do so.

Then there was silence for half an hour, while everybody, including the chimney, smoked industriously.

Old John picked up a copy of the town paper and began reading his cronies to sleep with an account of the silver debate in the senate. It was midnight when the door was suddenly opened and Jennie Garretson entered. Everybody was awakened and the groceryman asked Jennie what she wanted. The child put her hand deep into the pocket of her dress and brought out a handful of pennies.

"There's your pay," she said, as she placed the coins on the counter before the groceryman.

"But you told me your Pa would pay me."

"Yes, I know I told you that, but he can't pay you now. He's dead."

One day last summer a Chicago policeman arrested a suspicious looking negro who was leading a bicycle. At the station the latter told such a plausible story about having been on a long ride and being tired out, and taking to walking to rest himself, that the lieutenant in charge was about to let him go, when it occurred to him that he would like to see how the man could ride. He told him to mount his wheel, but as a rider the "coon" was a failure. He was locked up, and the owner of the wheel claimed it later.

Time hung heavy on the hands of the Stearns aggregation while they were not trying for records at Independence, and many were the devices employed to assassinate the old man who turns the hour-glass and wields the scythe. Card playing grew wearisome to the aristocratic band of simon-pures; playing tricks on each other soon became monotonous, and as a last resort the boys would get hold of Tom Eck and Billy Rhodes and persuade them to tell stories. Now when two old-timers like Eck and Rhodes exchange reminiscences there are always sure to be lots of good yarns floating around loose. On one particular day the boys had gone down to the track, but found that it was too cold to ride and so they stayed in the cosy training quarters to loaf away the hours until dinner was ready. Rhodes had not recovered from his fast quarter and was in exuberant spirits. He commenced recalling old times to Eck and soon the two had diverted the others' attention from their games and all gathered round Eck while he told



ANDY MAGNUS.

them stories of the days when the racing men found it profitable to ride for the "stuff," and when makers' amateurs were practically unknown. Some one made a remark about Johnson's endurance, and that recalled to Rhodes' mind a good story about Stillman G. Whittaker.

"There was a crowd of us down in Missouri for the famous Clarksville road race, which was run in the '80's," said the man whose piano-like legs are the envy of all racing men. "After the race we stayed for a few days to rest up. Time was no object to us and we had hard work to keep ourselves awake between meals. One Sunday it was particularly dull, and so Whittaker, Munger, and myself went out for a walk. We passed a Sunday-school and 'Whit' suggested that we go in. We were ready for anything and so we all marched in, and were given a hearty welcome by the superintendent, who, after a little talk, asked us if we wouldn't like to teach a class. This was something that we hadn't looked for, but, as I said before, we were ready for anything and we were soon showing our ignorance to the youngsters. They all knew us and paid close attention to our remarks. Pretty soon it became so quiet that one could hear the proverbial pin drop. We heard 'Whit's' voice telling a story, and every one suspended operations to listen.

"I suppose every one has heard of the great road race," the cyclist-humorist was saying. "Of course you know that it takes a pile of endurance to make such a ride. But talk of endurance! Enoch was the champion at that game. You know Enoch walked 400 years with Christ and trailed him all the way. But near the finish he got blisters on his feet and had to sit down to rest, and Christ beat him out on the sprint."

"You can imagine the sensation such a speech created. Munger and I looked up in astonishment and the superintendent nearly fell dead. Before he could recover from his surprise the three of us had folded our tents and like the Arabs silently stolen away. Every time I hear any one talk of 'endurance,' I think of 'Whit.'"

"There is only one Jack Prince," said Eck, when it came his turn to spin



A Family Outing.



a yarn. "Jack is one of the smoothest fellows going, and he can 'string' a reporter and keep a straight face at the same time. Way back in the old days when Prince was in his prime he was the subject of much newspaper talk, and whenever he won a race the papers would send their representatives to interview him. On one occasion he had beaten Keen and Higham in a hot finish, and a Boston paper sent a green man around to get Jack to talk. The reporter proceeded to business at once and asked Prince to tell him how he trained. Putting on a straight face, the 'champion of the world' told the newspaper man that he had a new system.

"I presume you have noticed that those other fellers breathe through their noses and mouths," Jack started out. "Now they are away off. The proper way to do it is to breathe through your *stomach*, the way I do," and Prince inflated his chest as you have often seen him do. "That is the secret of my success. If my competitors did the same I would not win so easily."

"The reporter swallowed all this, and the next day the paper came out with an interview with Prince, in which Jack's new style of breathing was fully described."

As Johnson's trainer finished he raised his right hand to scratch his head, and the crowd noticed that his wrist was deformed. Of course there was a yarn in it, and Tom was told to go ahead and spin it. He told the boys that the wrist had been broken four times in bicycle races. The first two fractures were caused by ordinary falls. "The third time," said Eck, "was in a match race up in Minnesota. I was riding in fine form at the time and heard of a young fellow up the state who was considered 'some punkins' by his townspeople. He was a great little rider, and I set to work to get a match with him. I succeeded, and went to his town to race. I knew that I could not make enough money there to pay me, so I determined to let him win and then challenge him to race me at Minneapolis. It was to be a ten-mile race, and we were to start on opposite sides of the track. Well, to cut a long story short, we started, and I gained on him until he would be leaving one turn just as I was entering it. The excitement was intense, and I was figuring to lose the distance I had gained when three farmers got up and went out for a drink. While they were gone I contrived to drop back until my competitor had a good lead. Just then the farmers returned, and seeing the other fellow on the other side and concluding that I was in the old place, started to cross the track right in front of me, and I struck them squarely. When they picked me up my wrist was broken, but I did not let them know it, for I wanted to get another match. Of course the other fellow won the race, and at the finish I had my brother hold me on a chair while I issued my 'defi.'

"Gentlemen, I challenge the winner to race me at Minneapolis for—and I keeled over senseless. A little water revived me, and I again started to speak. I had not spoken more than a dozen words before I fainted again. This time I had to be carried to the hotel.

"The last time that I broke the wrist was in a match race in the east. I had backed myself heavily against a well-known professional for the best two out of three. I felt sure of winning. On the eventful night I was in fine form and at the pistol shot started out at a hot clip. My opponent trailed me, but I could see that he was getting weary and it looked like my race. But some one had monkeyed with my machine and I got a terrible fall, breaking my wrist again, which rendered me senseless. The next heat, however, again saw me on my wheel but I was at a disadvantage, as I only had the use of one arm. I made a plucky ride, but did not have any sprint left. The other fellow again won and this gave him the race. Louise Armaido had put up about \$300 of the stake money and she was furious. The winner of the race met her at the hotel next morning and the sight of him so infuriated Louise that she drew a revolver and forced him to disgorge her money. She then let him go. Louise was always good to the boys; when any of them was busted she would willingly divide her last cent with him. And another good trait of hers was that when she borrowed any money she always returned it."

It was Rhodes' turn to tell the next story and one of the listeners suggested that he tell of his first race. Billy was somewhat reluctant to say anything about himself, but was finally persuaded to go ahead.

"Well, if you insist, I suppose I'll have to," said the good-natured giant. "I have been racing since 1885. That year I was working nights in a paper mill and found that my health was breaking down. I secured a bicycle and commenced to ride, spending most of my spare time on the wheel. I

soon discovered that I had plenty of endurance and one day I rode a century in nine hours. The record at that time was about 9:30:00 and my time made me feel as lively as I felt yesterday when I did that quarter. I wanted to go in a 100-mile race right away, but my friends laughed at me, telling me that fifty miles would be all I wanted. Just about that time the fifty-mile Cambridge road race was announced and I at once entered. In the race was W. A. Rowe, once holder of the mile record, who was making his first appearance as a racing man. I won the race easily. The Lynn people, whose idol Rowe was, got up a fifty-mile race especially for Billy. I went down there and won it, breaking the record by 11 minutes. Since that time I have had a varied experience. I have been a professional, have ridden in six-day races, broken records on the old ordinary, and am once more an amateur. But I have found out one thing—there is nothing in bicycle racing. I have found it out only after bitter experience and have about decided to give it up. If I had stuck to my trade I would have been worth something today."

## THE JUDGE IS A SPORTSMAN AT HEART.

Lewis E. Reed is a born sportsman, and the fact can not be concealed even if he is a good lawyer and a good business man, and bears the honorable title of judge. The judge has two sons, mere boys as yet, who have developed remarkable speed awheel. He likes to see them ride and win races, but he is a sensible father, and early the past season made up his mind that it would not be for their ultimate good to allow them to race.

He knew that they would be disappointed if he laid down the law to them on this point and so with true judicial diplomacy, combined with parental indulgence, he offered each of them \$100 in cash, or anything that the hundred would buy, if they would refrain from racing. They accepted his offer, one of them taking the cash and the other a diamond.

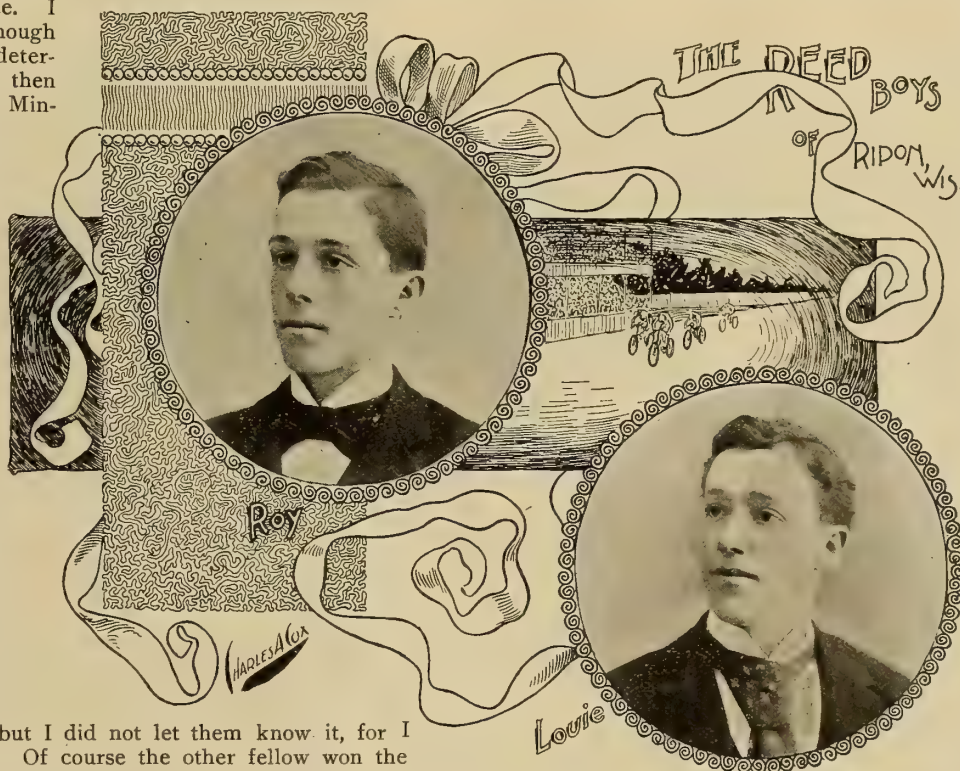
A few days after they had received their rewards paterfamilias made a trip to Milwaukee. While there he heard that the wheelmen of Milwaukee had made no end of slurring remarks over the announcement that the boys would not race. They said that they were afraid and that there were any number of racing men in the Cream City who could beat them, hands down.

Judge Reed's blood boiled when he heard this and the sportsman spirit in him was aroused. He said

nothing then but went home and told his boys to pick out the kind of racing wheels that they wanted and get into shape to wallop the Milwaukeeans when they came to attend the Wisconsin state meet at Ripon. They were not slow to do his bidding. As the time approached for the meet the judge became fearful that the boys would not do as well as he thought they could, owing to their lack of experience; so he made a hasty trip to Chicago and engaged Trainer E. W. Moulton to go to Ripon to look after them during the meet. He did so with the result that the boys so frightened the Milwaukeeans that they formed a combination to defeat them; but the combination failed, except in one instance, to combine, and the honors of the day went to the home riders.

Louie Reed, the elder of the two brothers, is but eighteen years old and is still a student at the Ripon high school, from which he will graduate next summer, when he will go to college. He rode his first race at Green Bay on the occasion of the Wisconsin division meet there in 1891. He had a cushion tired wheel, but was so fortunate as to be able to borrow a light racing wheel—or his father did for him—for his novice race, which he won easily, as well as several other races. He continued to win local events till last year when in August he captured the half and one-mile Wisconsin state championships which were run at Ripon. At this meet his brother Roy, although but sixteen years old, scored three firsts and two seconds over some of the very best riders in the state. The enthusiasm of the good people of Ripon, who turned out *en masse* to witness the races, can better be imagined than described. They fairly went frantic.

Judge Reed is authority for the statement that the boys will not be seen again on the path, as he thinks that their educations will suffer if racing is indulged in; but the statement must be taken with a grain of salt in view of his action in the Milwaukee affair.







J. W. LINNEMAN.





L. H. BANNISTER.



## DOROTHY'S CHOICE

BY THE  
*Colonel*

**T**he Newburg Ramblers gave a ball, upon a Christmas eve,  
The wheelmen, all, and ladies, fair, were there, you'd best believe.  
But Dorothy Maguire, by far, was fairest of the fair,  
The blush of dawn reigned in her cheek and midnight in her hair;  
Her curving throat and dimpled chin, her brow that knew no frown,  
Were all as fresh as falling snow and soft as eider-down.  
Her low-cut dress revealed to view breast white as sculptured stone—  
A breast that made each wheelman sigh and wish to call his own.  
But chiefest of her many charms were her dark, liquid eyes,  
Now hid beneath their lashes long that drooped in modest guise,  
Now sparkling bright with merriment now large with mild surprise.



But Dorothy was coy and cold, and treated with disdain  
The bold devils or bashful suit of each fond cycling swain  
But Clarence Grey and Harry Dunn, the Ramblers' tandem pair,  
Found equal favor in her eyes and twixt them shared the fair.  
Though neither one had met the maid before that winter's night,  
It was with both—as many more—a case of love at sight.  
So marked her favors were to them, the others all withdrew,  
Reluctant still, but forced to leave the prize between the two.

*CHARLES A. COX*



The Ramblers' ball at last was o'er; the season waxed and waned;  
But constant, to sweet Dorothy, the tandem pair remained:  
And as the gentle spring approached, each sought her for a wife,  
And begged that she with him would ride the tandem wheel of life.  
But 'twixt the two sweet Dorothy all vainly tried to chose;  
She loved them both and neither one had she heart to refuse.

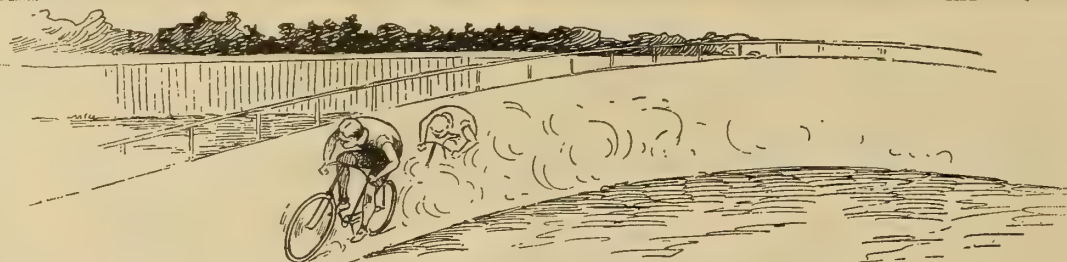
The two, both wearied by suspense, at last agreed to ride  
A mile upon the Ramblers' track, the question to decide.  
The one who lost must instantly all claims to Dora yield,  
And cease his suit and to the lucky victor leave the field.



HARLES COX

At length the day came for the race; the men were fit and strong.  
And gathered at the track to see, there was a goodly throng.  
Sweet Dorothy of course was there and watched with anxious heart  
The men—with hearts more anxious still—as they prepared to start.

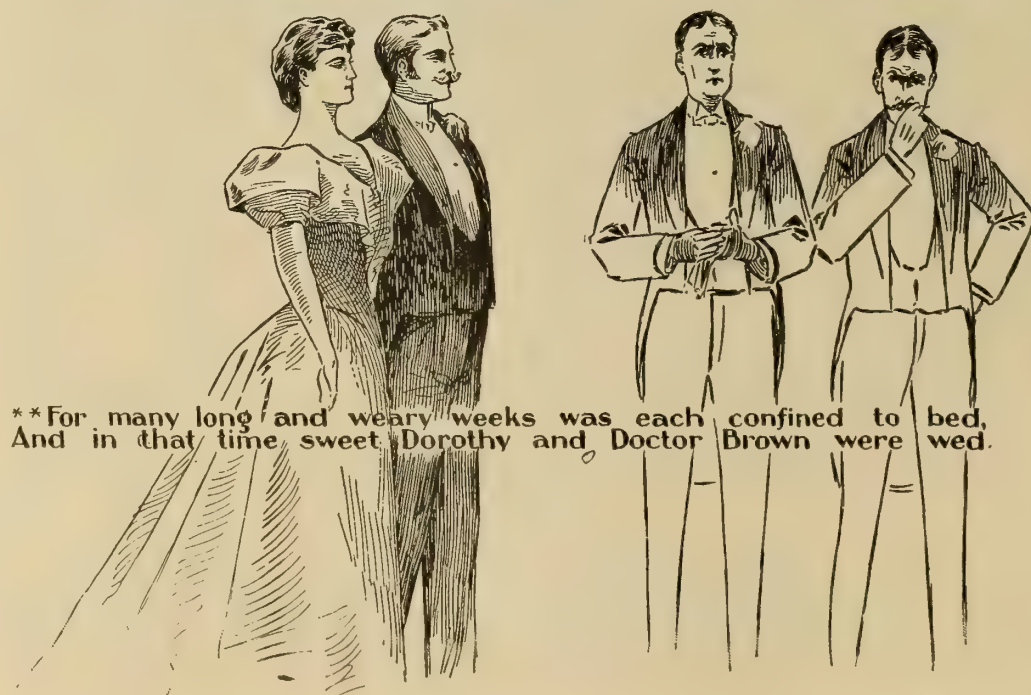




They mount their wheels, they get the word, and Clarence takes the pace.  
He makes it slow, 'Tis plain to see 'twill be a waiting race.  
The quarter's past, they reach the half, and Clarence holds the lead;  
Three-eighths off home Hal makes a spurt at record-breaking speed;  
But Clarence holds him well, and now it is a race indeed.  
Around the upper turn they come with Hal ahead a length,  
But Clarence, in the stretch, exerts his every ounce of strength,  
And slowly gains until the two are riding side by side,  
So close that scarce two inches do their handle-bars divide.  
With heads bent low and heaving breath they work with might and main,  
But neither, struggle as he may, can any vantage gain.  
A furlong from the tape the two are riding neck and neck  
There comes a swerve, a cry, a crash — it is a woeful wreck.



By willing hands the luckless men upon their cots are laid,  
While Doctor Brown, who came to see, remained to ply his trade.\*\*\*\*\*



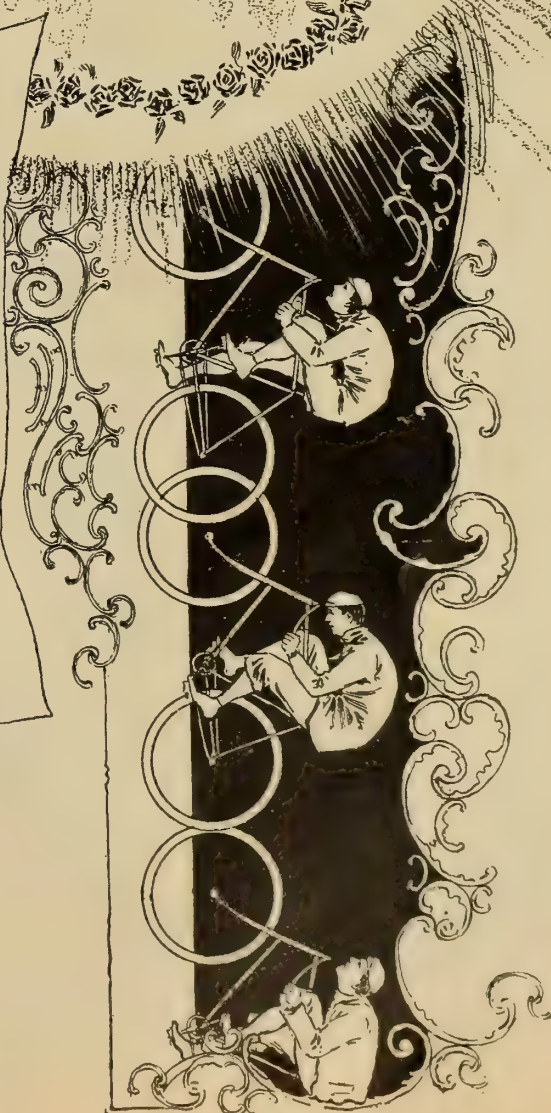
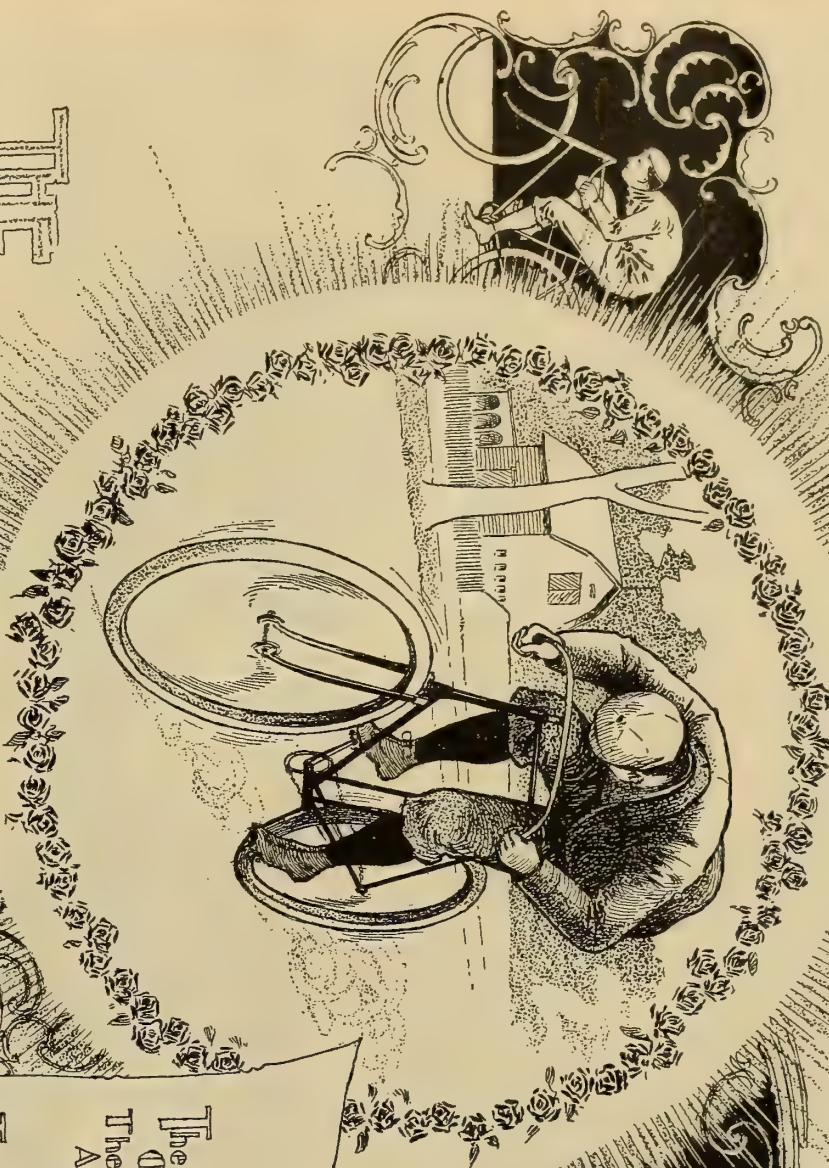
\*\*For many long and weary weeks was each confined to bed,  
And in that time sweet Dorothy and Doctor Brown were wed.

CHARLES A. COX



# THE SCOTCH'D DEVEL

HARLES A GOX



The grey owl wings his silent flight  
Or hoots upon the tree;  
The merry stars are out to-night  
And so my boys are we - ha - ha -  
And so my boys are we.

The forest shades are fleeting by.  
Our wheels are running free;  
The air is cool, the roads are dry  
And so my boys are we - ho - ho -  
And so my boys are we.

So speeding sing we this refrain:  
"The moon's the light for me;  
To-morrow she'll be full again  
And so my boys shall we - he - he  
And so my boys shall we."

Sandy took





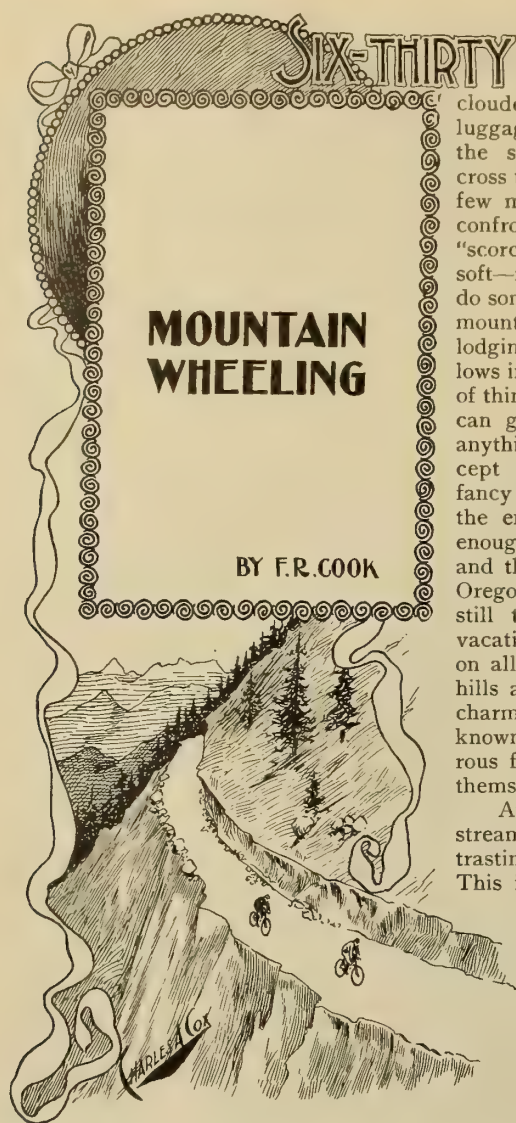
W. A. RHODES.





A. W. WARREN.





in the morning, the sky clouded, air cool, lunch and luggage fast, and we are off for the seashore, incidentally to cross the Coast Mountains. A few miles of good, level road confront us, but we will forego "scorching," for we all are pretty soft—muscularly—and we must do some twenty-odd miles in the mountains before we reach a lodging. There are other fellows in town for whom this sort of thing has no attraction. They can get no satisfaction out of anything in the cycling line except a straight-away run on fancy roads with a banquet at the end of it. This is well enough, given the fancy roads and the terminal hotel, but in Oregon, where good roads are still to come, and where, in vacation time, heavy dust lies on all the valley highways, the hills and mountains contain a charm for the wheelman that is known only to the healthy, vigorous few who have found it for themselves.

And here is Gale's Creek, stream and village, the two contrasting markedly as to beauty. This is the last place at which we need expect to find any warm eatables until we reach the half-way house, so we will do well to get coffee at the hotel. We can tell which of the few houses is the hotel, because it has a large sign over the front door. In like

manner we are informed that the postoffice is in a new two-story building, unfinished and as yet unoccupied; but we are concerned only with our coffee.

It is raining lightly. A former experience bids us beware of the combination of mountain roads and rain. Shall we go on or turn back? The clouds might be darker. Let us at least start ahead and cover a little more of the road before we give it up.

Here is another sign: "Runyon's Wilson River Road. To Tillamook forty-eight miles. [S]" This is ours, and fifteen minutes in the new direction bring us to the timber line and the beginning of the climb. After a few spurts up modest grades we conclude we shall need all our spare energy, so we dismount and trundle our wheels up all inclines of any consequence. It is remarkable how fallible is the human eye in judging the topography of the road—or our eyes, at any rate. What seems barely an ascent as we glance ahead, very likely needs only to be tried under the pedals to be proved no mean rise; looking back after a little stretch has been passed we appreciate the difference.

Hello, here's a fork! We were told there was but one road after we got into the hills. Certainly two here, and the one to the left is planked and leads down, while the other goes up and to the right. Quite probably the newer plank road follows an easier grade, the two running together again ultimately, of course. So we'll take the one that is planked. It is rather precipitate, isn't it? Seems to lead into a canyon. Just glance over the bluff there and calculate how long it would take you to touch bottom, and then come over here and hug the wall. What now! A lumber mill, surely, and our road passes directly through the yard; and where does it come out? can you see where it starts again?

"This road leads across the mountains, doesn't it?" we ask of a man shaving at an open window in a board shanty.

"Naw," he replies, in a tone of disdain; "this road ends here. You passed the Tillamook road back up the hill."

"We can't get out to the road again without going away back?"

"Nope, 'less you climb that skid road up the hill yonder; and it's about all a man wants to do to get up that there alone."

We face about and trudge up the long incline, with less admiration for its smoothness than when we rode down. At the fork again we take a fresh start over the less inviting dirt road. A few minutes more of easy climb and we have reached the tollgate—for all these mountain roads represent large outlay for construction and maintenance and are controlled by private parties. Footmen and wheelmen pass free, however, and with a word to the tollkeeper anent the weather, which has brightened a little, we start on the

four miles of serious climb which will bring us to the summit. And now, fellows, throw back your shoulders and fill your lungs well. You will need all the breath you can get, and your hearts must do double-quick duty for the next hour and more. The road winds in and out through the timber and along the open mountain side, now running nearly straight, now zigzagging, now making a long loop, but always rising. Pause occasionally to look back and out through the openings in the trees at the far-famed Willamette Valley, which unfolds in regal dress; a block of yellow, next a square of brown, and next a strip of black or green, with wooded Gale's Creek in the foreground and an abundance of timber scattered about to relieve the stretches of fields. For miles up and down, and as far across as the low-hanging clouds permit, spreads the beautiful vision, now concealed from view by the brush or a turn in the road, now brought out suddenly in all its freshness. Can you find anything on the valley roads, my languid friends to compare? Isn't it worth hours of healthful climbing to take this in?

"Walt Smith's Place, nineteen miles." What, the summit so soon! It must be, for here we start downward. Only 10:25 a. m., and most of the climbing done. No need to rush ourselves the rest of the day. We'll drop down at the next spring or stream and eat a bite of our cold lunch and then jog along. It is amazing what an appetite this sort of thing gives a fellow. The ordinary three meals a day make only a framework, to be filled out with sundry lunches and bowls of milk and draughts of water. A delightful feature of mountain climbing is this pure, cold water; little streams of it run along or across the road at frequent intervals, and to a hot, thirsty man it is wonderfully refreshing.

Now our way is up and down, across gulches and around the sides of hills, all in the primeval forest, except that here and there is a deserted cabin,—occupied long enough for the owner to make proof to his claim,—with a bit of clearing grown up to rank, tall fern. To wheel down with set brakes, and to trundle up again is the order for a mile or two, when we strike a grade much more pronounced, forming a letter "S" down the mountain side, sections of which we can see from the topmost line. We'll try this—brake gripped tight and all weight on pedals. A fellow must sit well back to avoid the feeling that he is going to take a header. And if he should lose control of his mount here, he would need to throw himself quickly, as the only possible, but not certain, way of escaping a wreck. I have a wonderfully good tire, but my brake was never made for this, and I opine it would be less work to walk. You fellows with spoon brakes can make it, if you have the requisite strength in the fingers of those good right hands. I'd like to know how long this zigzag is; can not be far from a mile. Speaking of distance, in this country there are miles and miles. From our starting point to Gale's Creek we were first informed was seven miles; later the same day it had grown to twelve; when we reached Gale's Creek the distance back was eight miles. But here is the bottom and a little stream which we can cross dry shod on the high stones. While we're going over let me warn you to never be misled into trying to ride through one of these mountain streams of any size whatever, as I heard some one suggest. The large slippery rocks will bring sure disaster.

And now the grades are many but light, and we make fair time. The number of empty cabins increases. We have struck the south fork of Wilson River, which we are following—a beautiful, swift, clear, typical mountain brook, with a few accessible spots suggestive of two-pound trout. We have flies and lines in our luggage, too, but we will not stop until our return.

Does the unusual activity begin to tell on your muscles, fellows? Pretty tired? Well, you wouldn't half appreciate Walt Smith's place if you were not tired when you reached it. And it can not be very far off, either. The last bulletin was nine miles.

Here we encounter a party of campers on the way to the coast, the whole family, from grandma down to baby, stopping to pick blackberries. Until one has made this trip in the season, he has no idea of the number of people from the farms and small towns, as well as the cities, who go to the beach for a few weeks' camp. Oregon weather is unexcelled for such purposes, as there is a goodly portion of the summer when one may be absolutely certain, in most localities, of no rain—or at most but a few light showers. Getting deluged and contracting ills from exposure are unknown experiences.

Now we strike "Camp Hungry Point," where, very appropriately, dinner is just cooking over the open fire. Perhaps we can buy some coffee; it would touch the right spot. No, they will not sell it, but kindly offer to divide with us when it is ready. It takes so long to make, that we burn our tongues in our haste to swallow it and get started again; but it is good. Farther along "Starvation Camp," deserted, is suggestive of a tale of woe while "Camp Nix—no Fish," tells of disappointed anglers.

There is a house away off the road, to the right; not deserted either; an addition is being built; and this is the largest clearing we have struck yet. Can this be Smith's? Don't see any sign proclaiming it, and he has so many signs along the route that he would surely have his own place conspicuously labeled, so we will go on; must reach it soon, for we certainly have reeled off those last nine miles by this. The road is a little heavy here, with a soft covering of decayed bark, pine needles, and dead leaves. Here's another cabin, but no sign of life. I tell you, fellows, the more I think of it the more I believe that was Smith's place we passed. We've gone a full mile since and discovered nothing. And don't you remember, before we reached it we noticed the telegraph line seemed to run over to the house? And you know Smith's is a repair station on the line, and the only one on the whole road. For scintillating brilliancy commend us to ourselves. We may as well double back.



There, why didn't we see that when we flew by? "Walt Smith's Place, 0 miles." Plain enough—if we had only known where to look for it. Any lodging would be welcome now, and so is this, although the exterior is not so inviting as that of a Swiss chalet. Four o'clock! We have been on the road less than ten hours, covered thirty-two miles, and are not altogether used up yet. Something warm would taste pretty good and we'll go in and get a lunch.

Walt Smith is a typical mountaineer, tall and gaunt, with heavy black mustache; inclined to few words and addicted to cigarettes. He has been in these parts for many years and this is the first year he has had a wagon road to use, always before having had to bring everything in over the trail on pack mules, and not infrequently having a mule and his load go off the trail and down out of sight. Although Walt advertises to accommodate the traveling public, we do not remember that he claims his accommodations are first class. Each of us gets a bed to himself, however, and while it has no spring mattress and there are five beds in the one room, and half of one side of the room is open in a gable of the unfinished addition, we pull the blankets up and get our heads out of the wind, and eventually make out to lose consciousness.

The household is astir before six. We climb into our clothes, with just a little persuasion accorded some of our joints and tendons, and in turn perform our morning ablutions on the side porch—making use of the weekly towel—and soon are seated at breakfast. Fairly good food and enough of it is always to be found at the mountain houses; but one must forego his morning bath; too much can not be expected for a dollar a day.

A glance over our wheels, the application of a little oil and the readjustment of our luggage, and we are off at seven for the prettier half of the trip, and thirty-six miles to the beach. We are still following the south fork of Wilson River, which has now become a fair-sized stream. About four miles bring us to a house where we each get a big bowl of cold milk for a nickel, and shortly afterward we reach the junction of the Jordan and Wilson rivers, where the Jordan must be forded. The approach to the ford from each side is precipitous, but this concerns us not so much as that the bottom of the river is covered with large rocks, making an ugly place to wade barefooted and guide a wheel. Time is all we need to bring us through, and we sit on the rocks putting on our shoes, and thinking that "Jordan is a hard road to travel," when a crackling is heard and we look up just in time to see a huge log from a clearing above roll across the road we have just passed and into the river with a great splash. Reflections as to what might have been if we had chanced to be a few minutes later are not pleasant, and we gayly push up the bank and mount.

The road rises now, leaving the river far below at our right. We cross many ravines and little streams on corduroy bridges, none of which fortunately are of great length. These little canyons are filled with a rank and luxurious growth which completely hides the brooks that run along at the

bottom, but miniature falls can be heard making music with the roar of the river. Here we pass between two giants of the forest with just wagon room from one to the other; and now our attention is called to some old-timer of eight or ten feet in diameter rising straight up to a dizzy height; and here we catch a charming view through an opening in the heavy foliage. The ever saucy squirrels scream and laugh at us as we pass, and the noisy blue-jays fly up with their discordant cries, resenting our intrusion. Here we cross to the other bank on a substantial bridge with a smooth plank roadway, and beyond here is a dab of mud where the output of a little spring is not properly conducted across the road.

The morning is nearly spent when the western tollgate looms up across our path, marking nineteen miles from Smith's. Here we stop for bread and milk and a few minutes' rest! We consult the sign-board, showing rates of toll, and we're off again to make Tillamook in time for luncheon. We go only a few rods when we are confronted by the river at a wide and shallow bend, on the other side of which the road proceeds. Now we understand the "Footmen, 25 cents" on the toll sign, for a rowboat shows that we may be ferried across at this rate. We are not so pressed for time, however, that we can not afford to save two bits each by wading, and we shed our footgear and splash through, not without remarking that small sharp stones hurt bare feet.

Another little strip of timber and we emerge on the firm, black roads of Tillamook prairie, thickly settled by thrifty farmers and dairymen. The remaining four miles pass quickly, but they call for downright work in driving against a stiff sea breeze.

At Tillamook we get a square meal and look about town for an hour or so, preparatory to the last twelve miles of our run. There are interesting features about Tillamook—but it takes little time to exhaust them. The name is Indian for "five rivers," and is derived from the location of the town near the mouth of five mountain streams emptying in the bay of the same name. The greatest interest lies in observing the humanity that drifts about; and of the various types, perhaps the

most striking is the unshaven, unwashed, uncouth mountaineer, whose wants are few and easily satisfied. Given a cabin, some bacon and meal, coffee, a pipe and tobacco, with a gun and dog, and whether the country has free silver or none is a matter of the utmost unconcern to him.

The first four miles out of Tillamook, along the Trask River,—another pretty mountain stream,—give us the choicest bit of road of the trip. Level and made of fine gravel, packed hard, tired limbs are forgotten, and we scorch over it in a manner to astonish the natives. Another mile or more of "patch-work" and we skirt the hilliest strip known to man on this Pacific coast—as we firmly believe. No sooner is a little ascent made than we ride down into a gully and have another climb ahead. The road seems to have been put through in certain directions according to the compass, regardless of the topography of the land. Little deviations to the right or left would often save a grade, but apparently the builders had no time for this kind of foolishness.





Wh-a-a-t! Impossible! It can't be! I fancied one of my pedals gave way just then. And it certainly is bent. I haven't fallen, either. It isn't possible that it's going to give out on me, is it—my good wheel that has stood so much hard work with never a protest before? There it goes again, sure! And—well that fixes it!

I pick my pedal out of the dust and strap it on with my luggage. Regrets, expostulations, bad language—all in vain. It's fortunate there are not more than five or six miles left, for I find I never was built for a one-legged man and can make but little headway with one pedal on this kind of road. But the walking isn't very bad.

The forest ahead breaks away somewhat; we are nearing the beach. Here is a long hill, and then—you fellows who've never seen the grand old Pacific, breathe lightly. Now, look on this, and say that you ever saw anything more beautiful. At our feet the bluffs run down to the edge of Netarts Bay, a bright sheet of water almost shut in by a long, narrow, white sandspit, on the other shore of which the breakers are dashing in ceaseless measure, while as far as the eye can reach north, west, and south the placid ocean sparkles and shines in the afternoon sun, bidding us a joyous welcome to her shores.

### CYCLING AT THE NATIONAL CAPITAL.

Washington is the city where everybody rides a wheel. The butcher, the baker, the candlestick maker; men, women, and children; government clerks by the score, congressmen not a few, senators one, messenger boys, policemen, mail carriers, and in fact anything or anybody who has life and power enough to propel a wheel, are devotees of cycling. Beautiful streets, wide and well-shaded, covered with the smoothest of asphalt pavement, serve to make Washington a heaven for those who delight in this form of pleasure and exercise. The number of regularly organized cycling clubs is legion since the advent of the wheel. Many have passed away and now are merely a memory, while some have weathered the storms and trials which are sure to come to all. It was the last day of January, 1879, when the Capitol Bicycle Club was organized, thus making them one of the oldest clubs now in existence. For about a year they occupied rooms located on Tenth street, and then a move was made to the ground floor of a building on Eleventh street. After this various moves were made as the membership increased, and at a special meeting held on the evening of March 26, 1886, plans for a new clubhouse were accepted. Ground for its erection was broken on May 3, and the corner-stone was laid May 18. The club was then incorporated. When the new clubhouse was finished it was opened with a house-warming that will ever be memorable in the social experience of those who attended it. The first floor, which is entered through a massive arch of imposing masonry, is devoted to the storage of wheels, and all of the floors above are arranged solely with a view to their social comfort. A handsome parlor and music-room, a generously equipped library, and reading-rooms and conversation-rooms occupy the second floor. Above this are the billiard and smoking rooms. Members of this club were among the founders of the League of American Wheelmen, to which body the club belonged until 1881, when it severed its connection with the League. The Capitol Bicycle Club is the only one now in the city which owns its own building. Their property is valued at \$80,000.

The Arlington Wheelmen come next in point of years, but they can only be compared as an infant organization to the Capitol Club. They were organized in 1890, and therefore are only about three years old. The club has no clubhouse, but the regular meetings are held at one of the prominent cafes. The club has a number of fast men in it and holds several records—both road and track. Other organizations, the most of which have sprung up within a year or two, are the Georgetown Cyclists, Invincible Road Club, Victor Cycle Club, Washington Road Club, Singer Wheelmen, Altair Cycle Club, and Carroll Institute Club. The Nomad Cycle Club was one of the first in the United States to admit ladies to membership, and today is the only regularly organized club in the district having lady riders.

The Washington Military Cyclists were organized in December, 1891 and are now known as the Second Separate Company of the National Guard of the District of Columbia. They were the first company of cycling militiamen in the country to be admitted to the National Guard. The organization numbers about thirty and presents a fine appearance when on parade. The first step of the military cyclists into prominence took place when they rode to the arsenal for rifle practice and entered into competition with the members of Troup A, defeating them by a handsome score. On the occasion of the famous sham battle at Brentwood road last summer, the cavalry and cyclists were sent around the enemy's flanks in opposite directions to support the line of attack. The cyclists reached the line thirty minutes before the horsemen and with their thirty-four rounds of ammunition rapidly drove the enemy back to their old position, and then routed them entirely.

The Georgetown Cycle Club was organized June 28, 1891, with ten members. Today their membership numbers nearly eighty and they are recognized as the hustling club of the district. What they do they do well, and they are always on the "do." First in every good work for the interest of wheelmen, this club, though young, will always be found. A mammoth maker for all the wheelmen was their first effort, and since then they have steadily added to their laurels by winning races, capturing century bars, and generally making themselves known. They held a very successful fair only recently for the benefit of a new race track in the district. So much for the clubs.

Washington has a larger percentage of lady riders than any city in the United States, and it is generally conceded that they ride more gracefully than the members of the fair sex in other places. In this city the seats of the ladies' cycles are generally arranged in such a manner as to give the rider plenty of opportunity to sit erect, while in other places the riders sit in a stooping or "see that hump" position, imitating the men who are desirous of making a record. In this city the riders are mostly young ladies who work in the departments and who use the wheel to go to and from business. It is estimated that nearly if not quite 1,000 women ride the wheel here.

To the dwellers of other places it may appear undignified for a man of mature years and generally distinguished bearing to straddle a wheel and go rolling about the streets of a crowded city. But here in Washington it is quite the thing. Directors and



*A relic of auld lang syne—a scene on the plank road between Aberdeen and Hoquiam, Washington.*

even ministers have ridden bicycles in Washington for some years, and the younger population, both male and female, take to this as a natural means of locomotion. But it has now gone a step further, and some of our statesmen may be seen spinning around the streets with apparently as much enjoyment as school boys.

The first congressman to break was Tom Johnson, of Ohio. Johnson is short and fat, with a round face and a thick shock of auburn hair. He is the president of several street-car companies elsewhere, and is interested in rapid transit. When he struck the slow horse-cars of Washington it gave him an attack of nervous irritation, and as he is not a poor man he soon abandoned the car for other public conveyances. But the change from the street-cars to the coupe did not better things much for the Ohio congressman. For many days he watched the boys, men, and girls on their bicycles spinning past him, apparently without effort, and something akin to envy took possession of him. One day he got into conversation with a boy friend of his who had a bicycle, and it being Saturday night the boy proposed that the congressman hire a bicycle Sunday morning and join in a ride out into the country.

Bright and early the next day the two started out. They hired bicycles from a dealer, and the congressman mounted the steel steed for the first time. To his astonishment he found little difficulty in managing it, but to avoid the public gaze they took at once to the country roads, where Mr. Johnson got along so well that the ride was extended as far as Cabin John bridge. He immediately ordered a wheel and has been a devoted bicycle rider ever since. Nearly every Sunday he rides out to Cabin John bridge for dinner, and during the week spins about the city for pleasure.

Jerry Simpson also had a wheel, but he does not ride at present.



## THE GOOD ROADS' QUESTION.

BY ISAAC B. POTTER.

The readers of a cycling journal comprise at least two distinct classes, to-wit, the dealers who sell bicycles and the wheelmen who ride them. To each of these classes the good roads question is an important one, but the dealer and the rider are benefited in a somewhat different way. The interest of the individual wheelman in the improvement of the roads of his neighborhood is born of his intimate knowledge of the pains and trials

has done nearly nothing. I say *as a body*. I am not unmindful of the magnificent work and liberal contributions of Colonel Pope, nor do I forget the generous and spontaneous way in which President Overman stood by the League in its effort to establish a roads' improvement bureau. I remember that the Geo. R. Bidwell Cycle Co. contributed liberally and to the full extent of its ability, and that the voluntary contribution of \$100 was made by H. A. Lozier—but here the list begins and ends.

It is a sad commentary upon the shortsightedness of somebody, or the closefistedness of somebody, to say that this condition of affairs has been allowed to exist. Do not understand me to say that I believe that the gentlemen who are engaged in making and selling bicycles in this country are unwilling to contribute to the support of this work, for upon that point I am not qualified to write. I am told that they subscribed a guaranty fund of \$25,000 to insure the success of the International Cycling Tournament at Chicago and that this subscription was made up in a comparatively short time. I do not know that these gentlemen have been called upon to pay this fund, or any portion of it; but however that may be, the fact of the subscription shows a disposition to co-operate with the League, and the fact that the payment of the fund was not called for and that the generous disposition exists, may easily warrant the conclusion that it might be directed in the channel of road improvement. [They were called on for 30 per cent. of the subscription.]

In this brief contribution to the Christmas number of THE BEARINGS I have touched a side of the good roads' question which has not been made prominent in other articles, but I am none the less certain that besides having the virtue of novelty, it suggests some ideas which have been discussed in private by many officers and members of



*Top of Kimmswick Hill, near St. Louis.*

which bad roads impose upon every piece of living flesh that carries its burden over them. He works for the improvement of these roads, and contributes his mite to the burden of expense, because he hopes to derive some slight personal satisfaction and pleasure from the use of his bicycle on an improved road surface—a pleasure and satisfaction which inure to the user of every other vehicle and to every traveler. This benefit inures also to the dealer and the manufacturer,—for of course these gentlemen have sufficient faith in their own wares to make personal use of them,—and if the simile began and ended right here there would be a sufficient reason why the dealer and the manufacturer should add their zeal and energy to the work of the wheelmen for the work of better roads, and help them to share the burden of expense.

There is another and more forcible reason, and the time has come when we should state it with all the force and effect at our command. There is no theory or guess work about it, and in good plain English it may as well be said that this country contains thousands of manufacturers and dealers who are making comfortable, and in some cases extravagant, incomes from the patronage of wheelmen who buy and use their bicycles and cycle sundries; manufacturers and dealers who coax and cater and advertise to obtain a transfer of cash from the wheelmen's pockets to their own, and who are bound to wax rich by the improvement of roads and streets for which the wheelmen have fought almost single-handed and alone to rouse the agitation which now seems about to bring success.

To my mind there has never appeared any sufficient reason why the manufacturers and dealers of this country should not bear the burden of expense in this movement, instead of the wheelmen who buy and use their bicycles. Of the two classes the dealers are the ones, and the only ones, who receive direct pecuniary benefit from this work. The League of American Wheelmen has spent its money, the state divisions have contributed liberally from their limited treasuries, officers and committees have given their time and best zeal to push forward the work, the cycling papers of the country have supported it with noble enthusiasm, and the trade, as a body,



*Looking south from near top of Kimmswick Hill, near St. Louis.*

the League, and which ought to have the attention of the National Assembly and of the officers of the several state divisions.

### How to Fasten a Tire to a Wooden Rim.

Now that wood rims are coming into general use, it will not be out of place to tell how to fasten on a tire. This is the process: Spread the cement evenly in the rim, using a good quality of cement; when cool, put the tire on, inflate it, and heat in a coil box to not over 120 degrees, or until the cement softens; or if no means of heating are at hand use rubber solution or shellac varnish, or even coach varnish in repairs; where cement has been used, soften with solution of turpentine or benzine, put the tires on and inflate hard, and allow time for evaporation.



## THE CASH PRIZE LEAGUE.

BY S. WALLIS MERRIHEW.

Whatever the future may have in store for the National Cycling Association (or cash prize league), whether it will next year make a financial success of its attempt to popularize professional bicycle racing or not, it deserves the greatest praise for the success of its efforts to offer to the public high-class racing of the most exciting character. The praise is all the more deserved because of the unpromising character of the material it had to work upon, to say nothing of its scarcity.

It is unnecessary to dwell here upon the financial failure of the N. C. A.'s first year, beyond stating that the panic had much to do with it, as did the fact that it was the first year, and that to secure good racing was the first care of the association, in order that the patrons who did come should have no cause to regret their visits. The tremendous falling off in the profits of the Springfield meet, as well as the ill success or utter failure of nearly all the other amateur meets, shows plainly what influences were at work to make the year a bad one to launch the new enterprise. This being the case, the projectors are more than satisfied. They congratulate themselves that their losses were not greater.

It will be readily remembered that the most dismal failure was prophesied of the attempt to give honest and interesting professional bicycle racing. Not only were the professionals a bad lot, who were incapable of giving good racing even if they wished to, but the fatal divisible prize was sure to cause dishonest racing. From the beginning, even, there would be suspicions of crookedness, and the organization would become a stench in the nostrils, which would cast discredit upon honest amateur racing.

What really happened is patent to all, and so completely successful has the first season of the N. C. A. been from a racing standpoint, that its critics long ago quit hoping for any confirmation of their predictions, and confined themselves to the financial part of the enterprise. Not only was the motley collection of old broken-down professionals, "has-been" professional-amateurs, and raw recruits molded into the finest organized body of racing men ever seen, capable of giving racing of the highest order, such as to absorb and hold the rapt attention of every person in the audience, but not even the worst enemy of the organization has dared to do so much as hint at dishonesty or crookedness on the part of either officials or men.

When the men appeared on Manhattan Field for the first race, the weakness of the organization could be seen readily. This was not so much in the lack of numerical strength,—as it was afterward proved that it did not take numbers to make a successful race meet,—but because of the quality of the material that had flocked to the standard of the N. C. A.

It was supposed, of course, by the promoters and officials of the new enterprise, that amateur defections would be numerous, and would begin in a very short time. Had they known that they were to be disappointed in this respect, however, they could not more strenuously have gone about utilizing to the utmost the material they had at hand.

The greatest incentive in the development of the men into speedy racers was found to be the cash prizes for which they raced. The men knew that if they won places they would get cash for them, and that immediately after the race meet, and the thought of this nerved them to feats they never thought themselves capable of. In the midst of a race, if they were "baked" and inclined to quit, the thought of the money, which they needed badly enough as a rule, reanimated them and made them persevere until the tape was passed. From the beginning, the men possessed the desire to give the kind of racing the association wanted—hard, bruising races, hotly contested from the pistol fire until the finish, and with no let up anywhere—and they lost no time in fitting themselves to do this. At every race meet an improvement was seen, and the back-markers got nearer to the leaders, the latter being obliged to fight more fiercely each day to hold their supremacy.

The Troy meet in the latter part of July, just before the western trip, may be said to close the first chapter in the history of the N. C. A. It was then that the short-distance racing—quarters, halves, and miles—had reached a point of excellence difficult to surpass. On the quarter-mile track at Troy was seen the spectacle of six or eight men starting in heats and finals of handicaps, gradually closing up, and sweeping down the home stretch all abreast clear to the tape, with one unbroken line stretching from the inside to the outside of the track, and making it almost impossible to properly place the men. Dating from Troy, long-distance racing was given the preference over short, but it is doubtful if any audience ever witnessed finer racing than was on exhibition at that place.

It took the western trip to show what had been accomplished in less than a month. To persuade a body of men to undertake a journey, on which between two and three thousand miles was to be traversed, entailing hundreds of dollars of expense, and all for the chance of competing in three

race meets, and getting enough money out of them to pay for the trouble, was no small undertaking. There was no money offered the men by the association; its part was but to see that the purses offered were paid, that the men gave good and honest racing, and that its officials enforced its rules.

With sufficient money to pay their car fares, eight men were found brave enough to undertake the uncertainties of such a journey. At St. Louis a race meet was given by them to the first paying audience of the season, and it was successful in every way. The racing was of the highest order, and the spectators delighted with it, in spite of the drawback of a new track, so poorly banked that one of the corners was positively dangerous at even a moderate rate of speed.

Imagine a meet with but eight competitors all told, the same men appearing in every race, scratch as well as handicap—and among the latter a ten-mile race—participating in each of four or five events, and each one fought to the tape as if by fresh men. Nowhere was the popular fallacy, almost universally entertained by racing men, that it was impossible to start in more than two or three races and do oneself justice, more completely exploded than in this and other N. C. A. meets. It was nothing unusual for the men to ride in four or five races, some of them divided into two heats and a final, and always winding up with a five or ten-mile handicap, which was never ridden outside of 14 minutes, and usually inside of 13. The strange part of it was that the stayers went into the short races just as if that was their forte, while the sprinters started in the long ones, although they knew that there they were at a disadvantage.

At Milwaukee, and at St. Louis the second time, the same high standard of racing was maintained. Recruits were received from time to time, the most prominent being John S. Prince (who soon found that he was outclassed, and dropped out); Kanaska, the sixteen-year-old Milwaukee flyer, and Starbuck, the Iowa jeweler—the latter two promising to reach first-class form.

It was plainly seen, however, that there was little likelihood of any break from the amateur ranks after the Chicago meet, the good men being averse to joining the N. C. A. because the business of an amateur was a much more lucrative one than that of a professional, and the lesser lights being shy of forfeiting their amateur standing while the new organization was so young.

There was nothing to do, then, but to complete the schedule with the riders available, and having raised the standard of excellence to the highest point as far as the racing was concerned, to go to work to bring about the same result with the audiences. The hard

times incident to the panic prevented the latter, but the former was carried out with the most happy results. It was the opinion of the best judges, after the return to the east, that the racing was of a character seldom equaled, and that those who witnessed it had cause to be thankful.

With the experience of the past season to guide them, the N. C. A.'s second year will be very different from the first. Fortified with the knowledge that whenever it announces a race meet there will be plenty of men ready to battle for its cash prizes—and to ride for them as they never did for pots—they can devote the greater part of their energies to the task of interesting the public in their races. Even should the League legislate so as to retain in its ranks the professional-amateurs, and the N. C. A. ranks receive few accessions therefrom, the policy of the latter body will require no change. Not even such giants as Zimmerman, Sanger, Tyler, and the other leading amateurs can give better racing, pure and simple, than the "mute, inglorious" adherents of the cash prize league. The glamour of their name surrounds their efforts, and throws in the shade the exploits of their humbler rivals. For that reason their accession to the professional body is desirable, but in no way necessary. With them large audiences would be attracted at once, while without them that desirable object will be more difficult of attainment.

The N. C. A. will, then, in preparing its plans, practically ignore the so-called amateurs, and depend upon the men who admit frankly that they are out for the "stuff." The men who have ridden for it this year, and who are in good standing in the spring, will form the nucleus of next year's band, additions to which will be made from both sides of the water. Good riders will always be welcomed. There will be no lack of them when the cash is hung up to be ridden for, and there is no need for worry on that score.

The same strict discipline will be enforced, to the end that the races may remain as free from any suspicion of dishonesty as they have been this year. It will be demanded of the men that they give the best racing possible, and that they invariably ride to win. They well understand that the slightest deviation from the paths of honesty will be met by swift and signal punishment, and that the question of expediency will not be considered for an instant; a dozen heads would be cut off as quickly as one. As long as this policy is adhered to the association will merit financial success, whether it achieves it or not, but there is no true lover of honest sport who does not hope to see it a success in every way.





# "DROP BELOW!"

(A TRAGEDY WITH A MORAL)

When news went out that Jenks was dead  
It caused no sign of sadness;  
In fact the information bred  
Unmitigated gladness.

For Jenks, altho' a cyclist, was  
In common sense right feeble,  
Which was, undoubtedly, because  
Of some defect cerebral.

His wheeling path through life was spread  
With nervous systems slatter'd  
When through the streets he wanton sped  
And laugh'd when people scatter'd.

He lov'd to whizz by womenfolk,  
To "scorch" through crowded highways.  
He counted as a proper joke  
Such idiotic by-plays.

He quoth to him who watch'd the gate:  
"I'm happy, sir, to meet yer;  
Pulled out his card - then, sad to state,  
Thus answer'd back St. Peter:

"Friend Jenks, there's some mistake here; 'tis  
Quite plain you do not know, sir,  
The place for chronic "scorchers" is  
In Hades — Drop below, sir!"

Suotgrass

CHARLES COX





GEO. A. BANKER.





JOHN S. JOHNSON.



## CYCLING ABOUT THE HUB.

BY GEORGE L. SULLIVAN.

If Patrick Henry's famous declaration before the continental congress, that the only way to judge of the future is by the past, is true, the coming year in the sport about Boston will as far eclipse 1893 as 1893 eclipsed 1892. As the season just closing opened and began to develop, we held up our hands in surprise at the plentiful indications of a tremendous and unprecedented activity in Boston. But the fulfillment of the season's destiny was so far beyond even its first indications and so far beyond the wildest predictions of the sport's fondest admirers, that when the Boston Athletic Association road race on October 14 gloriously closed the cycle year, we realized that the season of 1893 had been one which had made cycling history for us very fast.

And what a year it was!

It started with a snowy, nasty Fast Day, afflicting many a wheelman's heart with disappointment. The next event of importance was the gala day at Waltham, when the gang of Italian laborers marched gayly through the city to turn the first earth for the now famous track. And then came the real opening of the season, when none of the dealers on "the row" could keep up with their orders. Everybody bought a wheel, and his father, mother,

section, consisting not alone of the excellence of its roads, but also of the beauty of its scenery; the revival of club life and the consequent club rivalry; and the building of a first-class track.

Boston is the very heart of a system of magnificent arteries, which for perfection of road building can not be equaled anywhere. The city proper is so small and so compact that a rider has to travel from its center less than a mile in any direction before he is rolling over macadamized thoroughfares, broad and slightly, which lead to suburbs whose beauty has passed into a proverb.

These highways are the regular thoroughfares of all classes of travel. But supplementing them there is a system of parks which, when finished many years hence, will rival the famous system of Chicago itself. Some of the open places are wild bits of nature, but slightly molded by the hand of man; others are entirely artificial parks. A notable specimen of the latter class is Chestnut Hill reservoir, the storage point of Boston water. It lies about three miles from the dome of the state house and is par excellence the great rendezvous of the riders of Boston and vicinity for miles around. The twin reservoirs are more like lakes than storage basins lying, as they do, among the winding roads and the green foliage like two jewels in a brooch. The roads around the reservoir are of the very best, and are never free from riders. The wheelmen are not alone in using the beautiful reservoir



*Waltham Track.*

sister, brother, wife, and best girl did likewise. By the time the season was fairly open the Worcester-sanction-Miller incident transpired. But this joyous Christmastide is no time to speak of it further than to say it had the effect of drawing attention to Waltham, its track, and the coming spring division meet in Boston, May 30.

By the way, that meet was a torker. June 17, June 24, July 4, with a day in late July, three in September, and one in October saw meets held at Waltham, most of which paid. Two interclub team road races and the B. A. A. twenty-five-mile event, all served to still further make 1893 a notable year. And as we stand here at Christmastide, while the festive turkey disports himself on many a New England table, and 1894 is almost here, we cyclists of Boston look forward to a bigger, more eventful year, even, than the one I have so briefly outlined.

There are two distinct branches of the sport here, as clearly and absolutely divided as the limit and the scratch men in a handicap race. These are the racing contingent and the thousands and thousands who jog along the country lanes and sandpapered thoroughfares for pleasure alone, and who get lots of it, pure and simple. Like the scratch men who never want to be limit men, the racing fellows never will get back into that infantile state (as they think it is) of the simple pleasure rider. But like the limit men who support and make a handicap mile an interesting event, the pleasure riders do like to see good fast racing and they support the races liberally. There are three elements which contribute to the marvelous development of the sport here, a development that is so enormous as to seem almost incredible. They are the magnificent riding district of the

for pleasure. Hither flock all the swagger teams of Boston's four hundred. The scene on a fine day is very brilliant and must be seen to be appreciated. On holidays and Sundays the crowds number not less than 500 or 1,000, and as the reservoir is directly on the route to Natick, Wellesley, and the Newtons—all favorite runs—many of the clubs stop here on the way out and back. At the rendezvous they gather in crowds, and, after sipping the cool water draft from the spring, lounge on the grassy slope of the banks, and discuss the latest bit of club gossip or the latest racing event. The natty uniforms of the men and the piquant costumes of the wheelwomen (whose name, by the way, is legion) only serve to heighten the vivid and beautiful color effects.

For some years now the path about the larger basin had been used as a mile track for speeding. This practice was very unfavorably commented on by the Boston press and was generally condemned by all of the more influential clubs, but to these voices of public opinion the selfish speeders paid no attention. A generous and common-sense water board understood matters, and instead of ordering all cycling on the reservoir stopped, they gave the scorches fair warning and then proceeded quietly to arrest one or two of them. This had the desired effect, and from that day to this there has been no more scorching at the reservoir. Here the season is opened on Fast Day, when every club in the city and suburbs calls its run to the reservoir. And here on Thanksgiving Day it closes with a final chilly spin over the frozen macadam. The direct road from Boston to the reservoir is a boulevard over 100 feet broad and lined with the most pretentious and costly residences within the city limits.



Offering a sharp contrast to the reservoir in character is Franklin Park in Roxbury, a most wisely administered bit of wildest nature. Unbroken forests, splendid views, picturesque buildings, "billiard-table" roads, rugged cliffs, and vast stretches of lawn combine to make this park (within twenty minutes' ride of the heart of the city) another paradise of the cyclers.

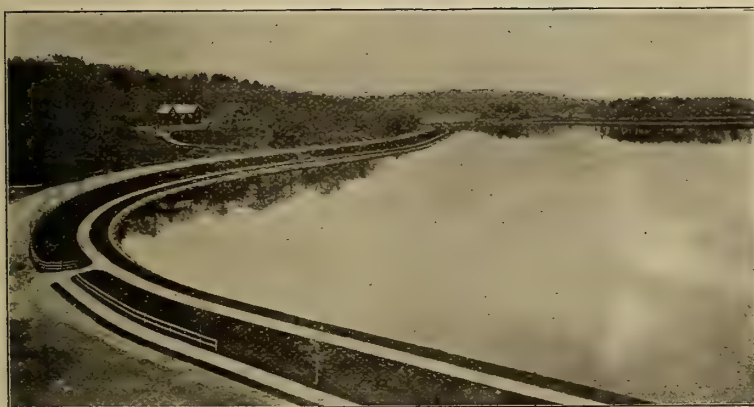
Reaching out in all directions from the maze of paved streets are roads, roads, roads—all good roads. Through picturesque and home-like suburbs where dwell many of Boston's wealthiest business men, by silver lakes, through woods redolent with fir and pine, along the banks of softly singing rivers, up the hills with long and grateful coasts on the other side, any fair day wherever one goes in any direction within fifteen miles of Boston, he will find hosts of cyclers, well behaved gentlemen and ladies, out for quiet runs over the best roads in the land. And this is the first and prime reason why the sport in Boston boomed in 1893 and will boom again in 1894.

The second reason is the revival of club life and the great and friendly club rivalry. When two years ago George A. Perkins became the chief consul of this division it had 3,000 members. He began at once to put into operation schemes for the increase of its membership. He was wise enough to realize that a healthy and universal club life would serve to increase the division's membership as nothing else could have done. The first winter after he was elected he devoted to the resurrection of the dead club spirit. His success was remarkable. The old clubs began to realize that they were missing a great deal and the large contingent of new riders woke up to the fact that there were many advantages to be gained from the formation of clubs. Consequently when the riding season opened in the spring, the existing clubs shook themselves from their long sleep and new ones constantly came into the world, though not

club teams. And this leads naturally to the third reason for the prosperity of wheeling—the building, in the year just past, of a first-class track.

As I have just said, in the early months of 1893 club rivalry and the general interest in the sport had created a great demand for a track. The Press and Malden clubs had developed teams of men who were fast blossoming out into almost national repute and yet Boston had no track. Again Chief Consul Perkins was wise. He persuaded W. D. Bradstreet to build a track at Waltham, about ten miles from Boston. The story of the great hustle to have it done in time for the division meet, May 30, is still fresh in the minds of all readers of THE BEARINGS. But it was done on time, and it received a royal christening. It was only possible to hold the spring meet in Boston because a first-class track had been built there. What a day that was. It came warm and bright, and with it such hosts of merry cyclists that Boston twinkled in all her avenues with the flash of the wheels and rang in all her borders with the intoxicating lilt of the bugle calling to the assembly. That procession in the morning was the largest ever held, with over 3,000 wheels in line. In the afternoon 15,000 people saw excellent racing at the completed track and Boston wheelmen finally realized that they could now, in all respects, stand on a level with cyclists in other parts of the land. Before the season closed more than 40,000 people had attended races at

Waltham, and Zimmerman the great had ridden a mile in 2:07 before a crazy crowd. The formation of the Associated Cycling clubs of Boston and vicinity worked admirably in conjunction with the track and gave two successful meets there. The spring division meet of 1894 will again be held in Boston, and this because the track has been established here. The newspapers of the city have opened their pages to bicycle news and have printed columns of it in



*Scenes at the Reservoir.*

without severe and painful birth throes, I am regretfully forced to say.

Thus did Boston play well her part in the general awakening of wheeling in 1891—the year which saw the revival of the Springfield tournaments. One of the most notable of the reawakenings was that of the Massachusetts Bicycle Club, which for many years had been practically dead. It began to boom under the captaincy of the only Lon Peck, and its first move, at which many wheelmen gasped in holy horror, was the admission of women. But it went, and its fine clubhouse, the finest bicycle house in Boston, is sufficient excuse today for any erratic move in the past. At once the inter-club spirit began to grow. It had its inception in the frequent meeting on the road of different club men. Finally the Inter Club Road Racing Association was formed, which managed an inter-club twenty-five-mile team road event. The rivalry was intense and sometimes even bitter. The race of 1892 will long be remembered in this section on account of the sensational win by the Cambridgeport team under Captain Kehew, and the immediate challenge of the victorious team by the defeated Waltham team, who had felt sure of the event. Club road races flourished, and in the latter part of 1892 a track tournament was held at Saugus by the Press and Cambridgeport clubs. At this time, the Press Club was the most hustling organization in the town and J. C. Kerrison's indefatigable energy pushed his club and the tournament to enviable success. This event brought out many speedy ones, notably the Malden Club men, who wore the red and gray of a comparatively new organization. It further demonstrated the fact, sorely realized before, that Boston needed a first-class cycle track. This was felt still more strongly early in 1893, when the clubs began to seek the strong riders for

their daily and Sunday editions. All these things have acted and reacted on each other and helped boom the sport.

The track at Waltham was built by W. E. McClintock. It was heavily banked all the way round at first, and gradually the banking was cut down here and there till it seemed almost perfection. But before the season of 1894 opens the home stretch will be lowered still more, and the dirt taken from there will be applied to the broadening of the back. The present surface is gravel. Different contractors are now figuring on the cost of various new surfaces. The one which will probably be decided on is something entirely new, a sort of wood-pulp, which will be laid on about a quarter of an inch thick. It is said that this surface is very hard, as smooth as glass, does not splinter, holds the wheel, and is in no wise affected by any changes of weather.

A mere glance at Boston racing men must close this already long ramble along bicycle lanes. With the retirement of Guy Gary, Boston lost its bright particular star. In the Press stable now James Clark occupies the box stall. "Jimmie" is a gentlemanly chap, and his brothers "Patsy" and "Eddie" are both good men. So are Snow and Coleman, and a dozen other Pressites. Among the Maldens, E. A. McDuffee is easily king. His brother Peter rides a good race. Then there are Merrill and Wettergreen and Dodge and Cochrane, and lots of other fast fellows. The Waltham Club rode Taylor in 1893, but will probably lose him in 1894. They have Porter, Robinson, and Haggarty, who are a star trio. These three clubs are pre-eminently the racing clubs of Boston.

Old year, you have been good to us. Here's hoping '94 will be as kind.





JULIAN P. BLISS.





H. C. WHEELER.



## CYCLING AT THE HEAD OF THE LAKES.

BY HENRY E. HARRIS.

The northwest is a great field for outdoor sports. Hunting, fishing, skating, tennis, and football have many devotees in every place of any considerable size. For the most part, especially in middle and southern Minnesota and the Dakotas, roads are fair; frequently they are excellent. Cycling thrives in consequence. In no cities that I have visited does the wheel appear to be used for business and pleasure more generally than in St. Paul and Minneapolis. Towns like Winona, Rochester, and Mankato are known far outside state limits for their wheeling enthusiasm, and the race meets of the first-named city have given it a deserved prominence. But northward of Minneapolis the character of the country changes so radically that cycling is almost impossible. Roads are few and sandy. The contour of the land, becoming rougher and rougher as the Lake Superior region is neared, swells into forbidding ranges of hills that are almost mountains. Two days of hard work are required to transport the weary wheelman over the hundred and fifty miles between the Twin Cities and the head of the lakes.

On the Wisconsin side of that bay, which is justly held as one of the wonders of the world, affording a harbor unequaled by Bosphorus or Golden Horn, are the Superiors—Old, West, South, and East. Here the surface is as level as a park driveway, and many miles of the best of wooden pavements would seem to induce half of the population to become scorchers. Yet there is little cycling enthusiasm, and the wheel is not used for business purposes to half the extent one would suppose. During the past year the trade went all to pieces, and machines of standard make were sold at ridiculously low prices.

In Duluth, on the other hand, there was comparatively little competition, and prices were well maintained. In spite of the hard times, which were after all felt less at Duluth than probably anywhere else in the country, sales reached about 100 high-grade wheels during the season, and the cycling population of the city is estimated to number from four to five hundred. Judge Lewis, of the district court, several ministers, and many lawyers and other professional and business men use the wheel for business and recreation, while cycling as a sport is fostered by the Duluth Cycle Club, an organization containing some of the hottest scorchers and best fellows I have ever met. The character of the roads and riders of the town may be judged from the circumstance that the one-mile inter-club road race Duluth vs. Superior, was won by a Duluth rider in 2:19, and that, too, on an up-hill finish. As yet road racing is the only branch of the sport to which much attention has been paid, but next year a big track meet will be held, although most interest will doubtless still attach to the annual ten-mile Decoration Day race over the London road, which will hereafter be an open event. No more beautiful course for road racing exists in this country, and there are few courses anywhere on which faster time can be made. With the exception of a considerable hill each way, it is practically level, and the surface would delight the heart of Isaac B. Potter, being perfectly macadamized, sixty feet in width, and splendidly kept. The five miles of its length are bounded on one side by delightful suburban homes, and on the other by the waters of the lake. The first ride over this magnificent road is not soon forgotten, and I find that even after having ridden it a hundred times the charm resulting from the perfect combination of a thoroughbred wheel, good fellowship, and beauty of landscape is still present.

Some forty miles or more of the streets of the city are excellently paved with macadam and cedar blocks. Those leading up the hill—for to the northward the city is so hilly that its rivals have given its people the name of "cliff-dwellers"—are practically unridable, but those running parallel with the lake are comparatively level. Good country rides are few, and roads are sandy and steep. Forests of scraggy pines shut the city in, and the country is so enormous in size that it will be long before improved roads enable the traveler to reach it from the south or west with comfort otherwise than by rail. But if there were more drawbacks to cycling enjoyment than these, all would be compensated for by a ride over the Park boulevard, the like of which it is difficult to believe exists on this planet. I never go over it without feeling a power of poetry, which, in fact, I am far from possessing; yet brutish and sodden would be the man who could witness, without appreciating, this sweetest of Nature's visible sermons. Six hundred feet below lie the town and the lake; the great commerce of the northern seas puffs and wings its way within and without the harbor; the perfect roadway winds for miles, at dizzy heights, through thickets of the dwarfed sycamore; the air

exhilarates like an effervescing wine; and the rider, rushing along with a half-dozen of his fellows, feels himself a combination of poet and cavalier.

Such hours are past. Winter is upon us. Man's best friend, the wheel, is housed from storm, and he pursues the round of winter pleasures. Yet none are so satisfying as his summer sport, and with increasing eagerness he frets for the resumption of his cycling joys.

## CYCLING ON THE PACIFIC COAST.

BY E. W. BALLARD.

As the number of wheelmen increases, the interest in bicycle races is augmented, and with the facilities of climate and country which California possesses, her riders should, with a little more experience, successfully compete with eastern riders, whose example they have only lately aspired to emulate. An invasion of the C. O. P. (and I think Zimmerman deserves a complimentary membership in that organization) would furnish an example of home-stretch finishes which local men would like to learn. When cycling was in embryo and struggling for prominence, there was one man whose racing ability was an important factor in creating an interest in the sport. For some time F. D. Elwell monopolized all the races he entered and held the majority of coast records. At the League meet at San Jose in 1890 the one-mile division championship and two-mile handicap races were won by a new rider, J. F. Ives, of Alameda. The success of their man and the energy of their members tempted the Alameda Bicycle Club

into a new venture and a four-lap track was constructed. It was at that time the only banked track west of Chicago and almost a twin to the Parkside track. The initial meet, held on Decoration Day, was a signal success. A new champion was discovered in the club ranks and Walter Foster enjoyed a brief notoriety until he in turn succumbed to the rapidly increasing number of dark horses. On June 10, 1892, Frank Waller negotiated 363 miles 1,590 yards in 24 hours on this track, establishing a new world's record and incidentally securing all coast records from five miles up. The jolly "Cherman" was then an Oaklandite, and was then, as now, distinguishable by his original and noisy apparel *a la* Munger.

Less than six months ago the mile record stood at the rather slow figure of 2:30, when there were half-a-dozen or more able to lower it several notches. It now stands to the credit of W. J. Edwards, of San Jose, whose competition mile of 2:15 from scratch in a handicap race, and almost without pacemaking, is a very creditable performance.

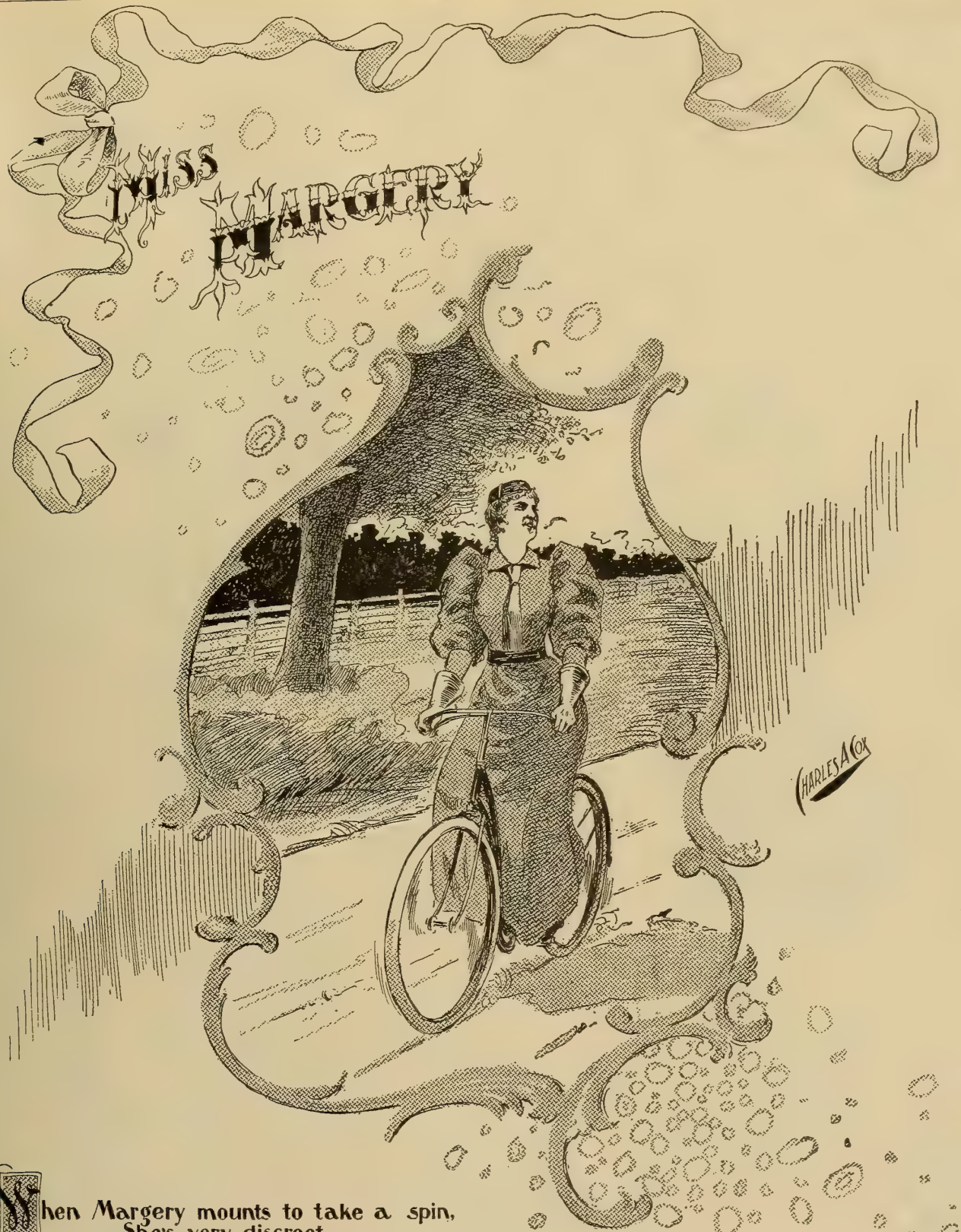
A five-lap cement track has lately been constructed in Central Park, San Francisco, by the Bay City Wheelmen, and their frequent race meets are liberally patronized by both the racing men and the public. As all these changes have kept alive and strengthened public interest, cycling has been securing new devotees, and although the state has been thoroughly invaded by eastern manufacturers, there is room for many more, and

the advent of each future season will find wheeling on the *qui vive*. Being so far from the factories, there is naturally much difficulty and delay in receiving goods, and \$5 extra on the retail price of wheels is necessary to cover freight. Probably it will not be long before some enterprising firm will start a factory in the far west and for a time at least run without competition. Around San Francisco there are many small and attractive towns within a radius of 100 miles and all are connected by smooth roads and situated among pleasant scenery, which makes traveling a wheel a luxury. The varied interest of mountain travel can of course be more comfortably enjoyed from a Pullman car, but if a strong man wishes to rusticate where hardihood is indispensable, there is much real enjoyment to be obtained in that way. On account of the many fabulous tales of tourists regarding California's wealth and beauty, people who have not seen for themselves are inclined to be skeptical, but I have observed that easterners after a visit to the far west are converted into enthusiasts and are often positively disagreeable to society because they continually praise the uniform climate and beautiful scenery. In the California Building at the World's Fair a short time ago, I overheard a native describing the state in very glowing colors, perhaps not without prevarication. "Why," he said, "we could invite the world within the boundaries of California; shut Golden Gate to commerce; cut off traffic from the east; entertain our guests sumptuously for a generation, and send them away with pockets full of gold." His eloquence was evidently thrown away on his listener, who answered dryly, "California's big fruit and trees ain't in it with her liars." Nevertheless California is a great state and cycling is not the least of its many delights, augmented as it is by a perfect climate, and, in many parts of the state, by the best of roads.



*Nature Charms the Wheelman.*





When Margery mounts to take a spin,  
She's very discreet,  
For her tiny feet  
Are scarcely seen neath her dresses fold;  
And he must be cold, or blind, or old,  
Who does not feel  
A nervous zeal  
To help Miss Margery mount her wheel.

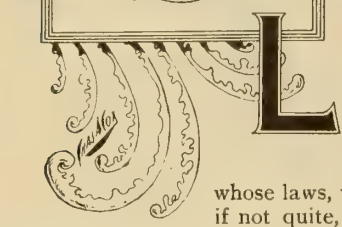
Miss Margery rides with ease and grace,  
And the young men sigh,  
As she passes by,  
And she blushes to see the looks they fling,  
For she was ever a shy young thing,  
And they think she's sweet,  
As they watch her feet,  
So lightly pedalling up the street.

Sandy Hook





## Canadian Wheelmen's Association



LYING NORTH of the great lakes, and stretching from Atlantic to Pacific at the widest part of the North American continent, and northward to the frozen ocean, is a country whose inhabitants own a common parentage with the predominant race of the United States;

whose laws, whose customs, whose language are almost, if not quite, one with those that maintain beneath the

Stars and Stripes, and yet of whom their neighbors, and those who should be their warmest friends, know but little.

In a hazy way the average American cyclist is aware that there is such a country as Canada, and that it lies north of the United States; but just how much north, and to what an extent it is frozen up in winter, and whether it thaws out in summer or not, he knows next to nothing and cares less. To present, as well as can be done in the short space of a couple of pages, to the readers of Christmas BEARINGS the condition of wheeling in Canada today, with a short story of its governing body and the men who control it, is the object of this article.

It is a commonly accepted idea that Canada is slow—behind the times; and perhaps it is true that this country has shown hesitation enough about adopting some of the so-called advances of this *fin de siècle* age as to incur the odium, if it be such, of being thought backward. Be this as it may, Canadians have little need to be ashamed of the record of their country in the realm of honest sport. We are an athletic people, trained from kindergarten to university in games of skill and feats of endurance. A new country, comparatively a poor country, sparsely settled, and with a climate that more than borders upon the rigorous, there is much to contend against, and we can not of course point to such strings of performers as are to be found in older and wealthier lands. Yet the average is good; Canadian men—and Canadian women too—hold their own wherever they may be found, at home or abroad, in business, in society, in art, in literature, at play. We have had our Hanlan in one branch of athletics, and sooner or later our cycling Hanlan will come, to carry the name and fame of his country among the whole world of cyclers.

Then too we sometimes think that in things bicyclic we have had less than justice from the outside world. That reputation for slowness of which I spoke before, so far as cycling is concerned is not altogether deserved. Here is a case in point: Two years ago the annual meet of the C. W. A. was held at Hamilton, and in commenting upon the programme of races an American wheel paper remarked that the word "pneumatic" did not occur upon it, and wanted to know what sort of a last-century country Canada was anyway. At that time the L. A. W.



JAS. S. BRIERLEY, St. Thomas.  
Ex-Secretary, ex-President, and ex-Editor.

penalized pneumatics for the advantage of hard tires. The facts were that the C. W. A. had months before taken the advanced ground that the enterprising man who bought an up-to-date machine should not be deprived of the benefits to which he was justly entitled, and there was absolutely no need to mention tires on a programme of a meeting where all were to be on an equality. All the Hamilton safety races were run on pneumatic-



A. T. LANE, Montreal. Vice-President.



W. A. HUNTER, Wanderers, Toronto.  
President.



HAL B. DONLY, Simcoe. Secy.-Treas.

tired wheels. A few weeks after, the L. A. W. took off its penalty. But that is Middle Ages history. Let us get back to first principles, to the very beginning.

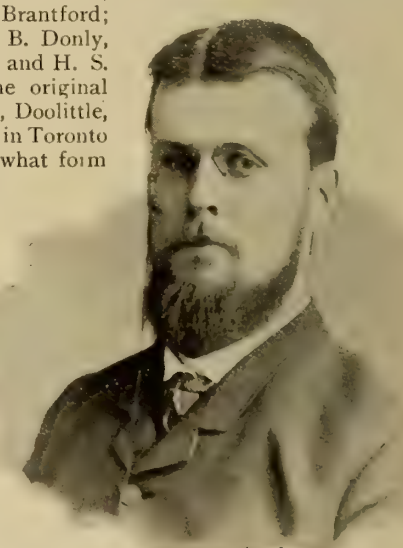
The first track ever made by a rubber-tired, modern bicycle on the American continent was in the city of Montreal and the rider was A. T. (Tommy) Lane, the present vice-president of the Canadian Wheelmen's Association. That was in 1874 (it is said the identical wheel is still in existence), and if the calculations of the old Montreal Bicycle Club (I call it old for it dates back to '78) do not go astray, we will next year celebrate the

twentieth anniversary of that ride at the twelfth annual meet of the C. W. A. in the beautiful and hospitable city that commands the mighty St. Lawrence, and whose early years and struggles have found their most brilliant historian in your own gifted Parkman. And this brings me to my story—the Canadian Wheelmen's Association.

Cycling has spread since that maiden ride in 1874, and a score of clubs in Canada still in existence date their

birth from the period that elapsed between that event and the founding of the association. It is likely the Canadian clubs would earlier have found the necessity of organization into a national body had not the older L. A. W. across the line promised, for a time, to meet all requirements. It was not until 1882 that a serious movement was made. The man who should be credited with the initiative can now scarcely be singled out, though I think I run no danger of robbing any one of honor in mentioning J. S. Brierley, of St. Thomas, and R. H. McBride, of Toronto, as being entitled to no small share of whatever glory attaches to the calling of the first meetings. Two were arranged for almost simultaneously, but for dates a few days apart. The earlier meeting was called for Toronto, the second for St.

Thomas, and it was in the latter city on September 22, 1882, that the C. W. A. was organized and its first officers were elected. They were: President, J. B. Boustead, Toronto, secretary-treasurer, J. S. Brierley, St. Thomas; directors, Perry E. Doolittle, Aylmer; C. H. McMichael, Brantford; C. B. Keenleyside, London; H. B. Donly, Simcoe; J. H. Eager, Hamilton, and H. S. Tibbs, Montreal. Three of the original number still hold office—Brierley, Doolittle, and Donly. At the earlier meeting in Toronto the all-important question as to what form the infant organization should take was settled. The Montreal Club, itself one of the founders of the L. A. W., through its president, Horace Tibbs, had favored the formation of a league of Canadian wheelmen, subsidiary to the L. A. W.; but this idea received no support from the Ontario clubs, one section of which, led by Brierley and Doolittle, were for an Ontario or provincial association, while with broader and more far-seeing vision McBride and his Toronto fellow club men contended



HARTLEY GISBORNE.  
The Pioneer Cyclist of the Canadian Northwest.

for an organization that should be as wide as the Dominion, and that should eventually attract to its banner the cyclists of Canada from ocean to ocean. And they builded wisely, did those pioneers of 1882, for a national organization being decided upon, minor differences of opinion were buried and all worked together for the accomplishment of the object in view. The Montreal Club resigned at once from the L. A. W., joined with the C. W. A., and has from that day to the present been one of the potent forces for the upbuilding of cycling influence in the country.

It would be waste of time to explain the objects of a cycling organization to the readers of a cycling paper. They are the same in all lands



Ours are identical with yours; our troubles have been singularly like yours, our accomplishments much the same. Guide books (we issued the first cycling road guide ever published), official organs, disputed rights, amateur rule, sham-amateur, bad roads,—and how to make them good,—all these difficulties have been met, battled with, and more or less successfully solved.

In our attempts to control racing and establish recognized championships we have found ourselves confronted with difficulties even worse than has the L. A. W. For while Canada is just as large as the United States, and the center of cycling as widely scattered, our population is small, and the resources of our association limited. Yet we have been more than reasonably successful. To the far away Pacific province of British Columbia our racing rules are law, and the championships offered under them undisputed.

In Ontario the good effects of our legislation are more especially observable. All meetings must be sanctioned. Without a sanction it is doubtful if a competitor worthy of the name would appear, and there seems

to be no disposition on the part of race promoters to avoid applying to the Racing Board. Before a sanction is issued, a surveyor's sworn certificate of the track's measurement must be filed, and the promoters of the meeting must pay for the services of one of the association's official timers. The official timer is the one recognition in our constitution of N. C. U. rules, and with all due deference to that portion of the American cycling press that finds so much to laugh at in Mr. Coleman's Kew watch, the official timer is a big improvement upon the old way of timing races on the town clock, or in any of the many other methods in vogue where the happy-go-lucky, catch-as-catch-can style of timing prevails. I do not know whether Messrs. Orr and Gnaedinger, our timers, have Kew watches or not, but I do know that under rules which lay down arbitrary classifications for all racing men, as we do, based upon the times they make in every race they win, it is only fair to the racing men that the watch should be in the hands of a man who knows what he is doing; and when either George Orr or "Fritzie" Gnaedinger are officiating, such is the case. The lion's share of credit for the present highly satisfactory condition of racing legislation in Canada is due to R. A. Robertson, of Hamilton, a young man with a marvelous grasp of detail and system, and with energy and determination to successfully surmount the difficulties that he has found in his path.

The present president of the association is W. A. Hunter, who won his way to the high office he holds by the ability he displayed in the virtual management of the Wanderers, of Toronto, one of the best-known cycling clubs on the continent. A list of his predecessors reads: 1882—J. B. Boustead, Toronto. 1883—R. H. McBride, Toronto. 1884—H. S. Tibbs, Montreal. 1885—James S. Brierley, St. Thomas. 1886—W. A. Karn, Woodstock. 1887—J. D. Miller, Montreal. 1888—W. P. Way, Belleville. 1889—H. Ryrie, Toronto. 1890—S. Woodroffe, Woodstock. 1891-92—E. C. Hill, Kingston. Of these, McBride, Brierley, Karn, Miller, Ryrie, and Hill are still members of the association. To no one man does it owe more than to J. S. Brierley, the talented editor of one of the leading daily papers of the province. He gave his time and efforts ungrudgingly and unsparingly for years, first as secretary, then as president, afterward as editor of the *Wheelman*, for the furthering of the interest of the sport. As already mentioned, this year's vice-president is A. T. Lane, of Montreal, than whom there is no more

popular wheelman in Canada. The secretary-treasurer is H. B. Donly, of Simcoe, Ont., who has held the office since October, 1883.

Our "parish" work is in good hands. Among our committeemen are a number of gentlemen who in various walks of life occupy no mean positions. The chairman of our roads improvements committee, Mr. Andrew Patullo, of Woodstock, has a provincial reputation as a journalist and public speaker. His own paper has the largest circulation of its class in Canada. He has been president of the Canadian Press Association and a number of other organizations. He is virtually the focal point of the good-roads agitation in this country, being its best informed and most influential advocate.

The chairman of our rights and privileges committee, Mr. E. B. Ryckman, of Toronto, is a well-known lawyer of that city. He has already been nominated to contest the riding of East York at the next general election in the conservative interest.

Doctor Doolittle, chief consul of the Toronto district, is known on almost every road in the province. He was but a small boy when he became possessed in 1874 of an old-fashioned bone-shaker, which carried him during the next three or four years. In 1878 he saw a cut of one of the wheels imported by Colonel Pope from England. He immediately set to work. He cut down the back wheel of his bone-shaker to eighteen inches and made a new front wheel, having buggy spokes and a hub, with gaspipe for a backbone and a leather-covered

piece of basswood for a saddle, the pedals being also of basswood. The machine weighed 100 pounds. The first long ride taken in Ontario was made on this wheel, fifty miles in 21 hours, including stoppages. In the winter of 1878-79, with the aid of a neighboring blacksmith, he built the first steel and rubber bicycle made in Canada, buying his one-inch tires from Colonel Pope.

He has been champion of Canada, vice-president of the C. W. A., and in his present position is one of the most active officers of the association.

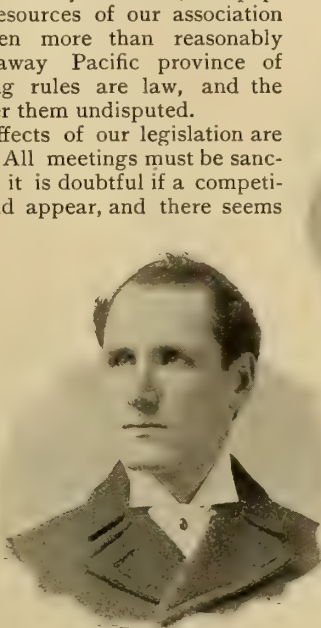
Hartley Gisborne, of Qu'Appelle, in the territory of Assinboia, is the pioneer wheelman of the northwest. He occupies a responsible position, being government inspector of telegraphs in the territories. As chief consul he was instrumental in placing the C. W. A. upon a firm footing in the distant part of the country over which he

had jurisdiction, a by no means easy task.

C. H. Gibbons, chief consul of British Columbia, is editor of the *Victoria Colonist*, and as an evidence of his cycling enthusiasm announces that he will attend the coming general meeting in Toronto next spring.

The annual meets of the association have been held as follows: 1883, London; 1884, Toronto; 1885, Woodstock; 1886, Montreal; 1887, Brantford; 1888, Belleville; 1889, St. Catherine's; 1890, Ottawa; 1891, Hamilton; 1892, Kingston; 1893, Sarnia. Two members of the association have been present at all of them—Geo. H. Orr and H. B. Donly.

Only once have we seen a Canadian racing man at first-class meetings in the United States compete on even terms with the best that country would pit against him; that was the year Fred Foster shared the honors of the American amateur path with Rich and Crist, our champion being, in the opinion of most judges, a shade the best of the three. But Canada has had many good men besides Foster. W. G. Ross, Herb Clarke, and Rassicoe were of the stuff of which front rankers are made. The trouble with them and with all our racing men in the past seems to have been a lack of inclination to undergo the labor of getting fit, or else they have been



E. B. RYCKMAN, Toronto.  
Chairman Rights and Privileges.



ANDREW PATULLO,  
Woodstock, Ont.  
Chairman  
Roads Improvements.



A. F. WEBSTER, Toronto.  
Chairman Transportation.



R. A. ROBERTSON,  
Hamilton.  
Chairman Racing Board.



GEORGE H. ORR,  
Wanderers, Toronto.  
Official Timer.



F. G. GNAEDINGER, Montreal.  
Official Timer.



A. BYRON, of the Athenæums.  
Chairman Membership.



victims of circumstances that drove them to the more serious tasks of their life's work and away from the play of the track. They were real simon pure amateurs, who did their training in their spare time. Long after the maker's amateur was rampant elsewhere, we were comparatively exempt from his unwelcome presence. But we have him now, although to no such extent as Chairman Raymond knows him. What is to be his final destiny occupies the attention of the more thoughtful of course, but his disposition is not a burning question in Canada yet.

The holder of all five of our Canadian championships this year is Will Hyslop. He is a young rider, still scarcely more than a youth. He went to Chicago as Canada's representative in the internationals, but his getting up there was nothing more than a matter of form; it was not expected that he would win; but illness interfered with his even doing himself simple justice. He has many performances to his credit that stamp him as a good man, and should he decide to continue on the path he will yet be heard of outside

A glorious October day was expiring in a burst of western glory when the dying man, a few minutes later, with a final and infinitely pathetic effort of flitting vitality, laid loving touch on the bowed heads of the heart-torn dear ones he was leaving forever, and with a smile of ineffable and ecstatic peace passed into the mists of futurity.

Meanwhile the good physician went his way, sore distressed that so good and loyal a friend had been taken from him, full of sympathy for the bereaved ones, and yet in strange professional bewilderment\* What was it, he asked for the hundredth time, that laid young Sprocket low at the very dawn of a promising manhood? He had apparently faded from life without a discoverable symptom of organic derangement. The absolute lack of enemies, engendered by the sweet disposition of the doomed man, forbade at once the possibility of the horrid operation of some insidious poison. Puzzled as never before, Doctor Bearings officially certified the following day that the deceased had succumbed to "heart failure."

A few weeks later it occurred to the doctor



DR. P. E. DOOLITTLE Toronto.



W. B. CLARK, JR., Sarnia.



PERCY F. GODENRATH, Northwest Territories.



FRED. W. ARMITAGE, Manitoba.



CHAS. H. GIBBONS, British Columbia.

Canada. Hensel, of the Royal Canadians of Toronto, and Carman, the veteran, are among our strongest road riders.

C. C. Harbottle, of the Torontos, who won his novice, July 1, in 2:29; L. D. Robertson, of the Athenæums, and Smith, of the Wanderers, are frequent winners, while all over the country there are springing up young riders of

that inasmuch as he had not personally known the deceased long, it might be that something in his personal history would afford a clew to his inexplicable demise, and acting promptly on the idea, he called on the bereaved mother and begged for a sketch of her dead son's career. Her story may be thus briefly summarized:

From his earliest days young Sprocket's leading characteristics were an almost abnormal sense of moral rectitude and an absorbing devotion to unmitigated truthfulness. Early in his youth he became an enthusiastic bicyclist, quickly attaining a brilliant reputation both on track and road. When twenty-one years of age he obtained a position as salesman for a leading cycle firm. For three months he traveled over the western states and returned, "Only," said the bereft lady, "to die." Tearfully she continued: "How well I remember the day of his return to us, a day full, for a brief space, with the joy of reunion, only to be on a sudden clouded with the shadow of the valley of death. 'Mother,' he said, looking me full in the face, with eyes aglow with truth and filial affection; 'mother, for three months have I been selling wheels, nor have I once suffered my tongue to insult the truth, nor my lips to dally with the thing that is false; never have I subjected my cycles' weights to unholy discounts; never have I masqueraded vulnerable tire in unpuncturable guise, and never, mother dear, oh never, have I allowed my tongue to wantonly babble in self laudatory enumeration of prodigious sales that were but conjured phantasies.'"

Scarcely were the words from his lips when he sank unconscious to the floor and was carried to the bed, from which, alackaday! he never arose."

Then the good doctor, who knew a thing or two, went home satisfied, for he realized that the disease that carried off young William Sprocket was also responsible for the unheralded obliteration of Ananias, on whose mendacious tongue the hand of death set its seal of old.

TOMMY DOD.

Being connected with a cycling paper during a world's fair is not the pleasantest thing in the world. A cycling pressman has friends by the hundred all over the country, and most of them attend world's fairs, and, incidentally, hunt up their editorial friends who have previously interchanged courtesies with them. Now the task of entertaining friends is an agreeable one, but there can be too much of a good thing, and when these friends come on the average of six a day for as many consecutive months, that stage is reached. That was the case in THE BEARINGS' offices the past summer.

promise, the limit of whose capabilities it is hard to judge.

A summary of our championships may be worthy to be included:

LONDON, 1883—			
W. G. Ross	1 mile	4:17½	
W. G. Ross	5 mile	22:56	
TORONTO, 1884—			
C. F. Lavender	1 mile	3:09½	
W. G. Ross	5 mile	17:14½	
WOODSTOCK, 1885—			
H. W. Clarke	1 mile	3:00½	
H. W. Clarke	5 mile	16:55½	
MONTREAL, 1886—			
H. W. Clarke	1 mile	3:09½	
F. Foster	5 mile		
BRANTFORD, 1887—			
H. P. Davies	1 mile	3:03	
F. Foster	5 mile	32:32	
BELLEVILLE, 1888—			
Fred Foster	1 mile	2:47½	
Fred Foster	5 mile	15:52½	
ST. CATHERINES, 1889—			
E. O. Rassicoe	1 mile	3:21	
Bert Brown	5 mile	16:57½	

OTTAWA, 1890—			
W. M. Carman, ordinary	1 mile	2:45	
W. M. Carman	5 mile	15:13	
P. F. Ross, safety	1 mile	3:07	
HAMILTON, 1891—			
A. W. Palmer, safety	1 mile	2:42½	
W. M. Carman, ordinary	1 mile	2:42	
A. W. Palmer, safety	3 mile	8:58	
W. M. Carman, ordinary	5 mile	*	
*Defaulted.			

KINGSTON, 1892—			
G. M. Wells, safety	1 mile	2:32	
W. M. Carman, safety	3 mile	8:08½	
W. Hyslop, safety	½ mile	1:13½	
G. M. Wells, safety	5 mile	13:58½	

SARNIA, 1893—			
Will Hyslop, safety	¼ mile	:35	
Will Hyslop, safety	½ mile	1:10	
Will Hyslop, safety	1 mile	2:33½	
Will Hyslop, safety	3 mile	9:08½	
Will Hyslop, safety	5 mile	13:41	

In conclusion it may be said that cycling is today the cleanest sport in Canada; it is the most popular; it is the best governed. We have a lot of first-class tracks and the number bids fair to increase rapidly. Nothing draws now like an afternoon of bicycle races. A lacrosse match between Montreal and Toronto is secondary to cycling. We have toiled through a cheerless morning of public neglect to a bright noonday of popular favor. The faces of the men who guide the destinies of the sport are turned in the right direction—there will be no retrogression. We look to '94 and to many succeeding years with every confidence. At any sacrifice cycling in Canada shall be kept free from taint and by that sign we shall continue to conquer.

P. E. DALPIN.

### W. SPROCKET, DECEASED.

Gently and with the rare tenderness of compassionate sympathy the physician led the weeping wife and weeping mother from the sick chamber and told them that ere another hour had passed the soul of William Sprocket would be called to its last accounting.



WILL HYSLOP, of Toronto.  
Champion of Canada, all distances.



## SKATING FOR CYCLISTS.

BY A. D. SMITH.

[The author of this article is a practical cyclist of no mean ability and a crack skater, and his words may be taken as those of one who thoroughly knows what he is writing about.—Ed.]

Until very recently cycling and skating have occupied separate and distinct fields, and the votaries of each sport have, with very few exceptions, been identified with only one of the pastimes. During the last season or two, however, the marked success that several of the leading cycle cracks have attained as skaters has caused considerable interest to be taken by wheelmen in general in skating contests which have been held in different sections of this country and Europe, and a very natural inquiry has suggested itself as to whether a fast cyclist might not, in all but exceptional cases, with the same attention to that sport, turn out equally as well as a skater.

The most notable triumph achieved by any of the cyclists as a skater in this country, is that of John S. Johnson, whose victories of last winter are still fresh in our memories. Not only is Johnson a world's record holder as a cyclist but he also has the credit of having skated several distances, between one hundred yards and five miles, in the fastest time ever made in America; and at several of the distances his times are also world's records. Johnson's rise in both sports has been about equal, and he has mounted step by step, in one and then the other, alternately, until now he is probably the fastest man in the world who follows both pastimes. B. B. Bird, of St. Paul, is rapidly following in Johnson's footsteps, and is now the fastest rider in the northwest, being also recognized as one of the speediest men on steel blades in that section. Traveling a little farther north, we have the case of

of the body must be supported, as well as used to supply the necessary motive power.

Nearly all the skaters who are also wheelmen are agreed that racing on skates is decidedly the more fatiguing of the two sports. There are exceptional cases, however, where athletes who have held their own on ice have failed to make a success of cycling, from a racing point of view. Such instances are not common, however, and in most cases it will probably be found that those particular skaters ascribe their failure on a wheel to the heat of summer. The invigorating and exhilarating air of a crisp winter's day has a bracing effect which is bound to stir the blood of even the most sluggish, and there are some who under these circumstances will do better in outdoor athletic sports in winter than in summer. Those who lack a constitution of the most robust order are sometimes not equal to a course of systematic training in hot weather, and yet in colder weather the training will not wear them out, as it might in summer.

Taken all in all, there should be no reason why a successful cyclist should not gain honors in skating. In training, particular attention should be given to developing the thigh muscles and strengthening the back and ankles. The bicycle can be used in the preliminary training, until snow and cold weather prevent further exercise in that line, when active practice on the ice can be commenced. This outdoor exercise on the wheel, supplemented by the use of chest-weights indoors, and a frequent run in the open air, will, with a little care in dieting, be sufficient to put almost any



*Scenes from the Salt Track at Sarnia, Ont.*

athlete in good condition, although of course where one is preparing for an important contest, a more rigid and systematic course of training will undoubtedly be an improvement. The writer, who has had considerable success as a skater, has never taken a thorough course of training, finding that moderately hard riding of the wheel in the fall and until winter sets in, together with moderate exercise indoors and a little care in eating, were enough to secure good condition. As soon as ice is available all the spare time can

be spent, of course, to the best advantage in practice. Jack K. McCulloch, of Winnipeg, who not only outrode all competitors a wheel, but who last winter won every one of the Canadian skating championships. In Europe, Jaap Eden, the Dutch skater, winner of the world's amateur championship skating meeting at Amsterdam last winter, and who is probably the fastest skater of the old country, has during the past summer come to the front with great success as a wheelman, and won several noteworthy victories—winning the bicycle championships of his country. These and other similar instances which might be recalled, seem to indicate that skating and cycling might be followed by the same athletes with equal success. When compared, there is really little similarity in the two sports, although in either the same muscles are largely employed, and in each good wind, sound limbs, plenty of endurance, and a "good head" are, to begin with, absolutely necessary for success.

In cycling, the motion, in a great measure, is purely mechanical, while great strength of limb and the ability to pedal swiftly are of course required.

In skating, one may possess the strength and endurance, and yet fail to acquire an easy position and motion, or a speedy and graceful stroke. There is a sort of "knack" about skating, the most important part of which is to secure the stroke. Much, in fact nearly all, depends upon this point, and unless a good stroke is thoroughly mastered, success is very uncertain. In many cases it will be found that a skater of light physique and of only moderate strength, but who possesses an easy stroke, will often prove a formidable opponent for one who has far greater physical prowess, but who lacks the same easy motion. Strong thigh muscles and a strong back are particularly required, the latter on account of the bending position which is assumed to gain speed and momentum. For skating, the legs must be stronger, if anything, than for wheeling, as in the former the entire weight

is spent, of course, to the best advantage in practice.

The long-reach skate is used exclusively in speed skating, the length varying from fifteen to eighteen inches. Seventeen inches is the length most generally used by the majority of skaters. Important points to be secured in a racing skate are lightness and a thin blade. Some of the leading skaters make their own skates, but the tempering of the runners is not an easy matter, and there are only a few who have been really successful in this. The wooden-top skate has so far been the most desirable, being lighter than those of all steel.

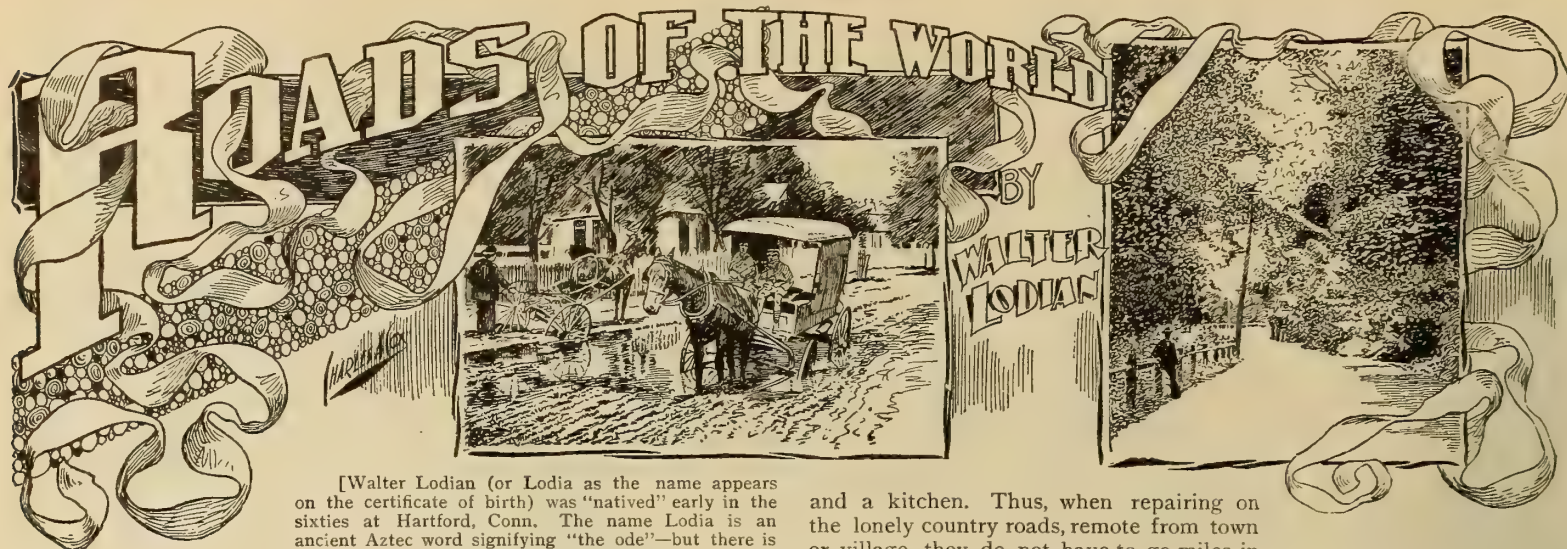
Skating records, when compared with cycling records, are all slower. World's skating records, up to date, for a few of the most important distances, are as follows: One mile, 2:47 2-5; five miles, 15:11; ten miles, 32:38 3-4; twenty-five miles, 1:31:29; fifty miles, 3:15:59 2-5; 100 miles, 7:11:38 1-5. It is not unlikely that some of the short-distance skating records will be broken before the present season ends, and it is more than likely that the long-distance records will also be replaced by new figures.

As many cyclists have announced their intention of testing their ability in the skating line, the results of their efforts will be watched with great interest during the season now with us, and it may be found that a new field is open to our wheeling cracks, whereby they may occupy their time during the "close" season, and spend their winter months not only with a welcome change of pastime, but perhaps with additional honors.

### Devotees of the Fantastic, Please Take Notice.

Gay Frenchmen are now painting their wheels bamboo color, which gives an impression of flexibility. This latest color is said to have taken Paris by storm.





[Walter Lodian (or Lodia as the name appears on the certificate of birth) was "nativé" early in the sixties at Hartford, Conn. The name Lodia is an ancient Aztec word signifying "the ode"—but there is little enough poetry in the citizen of whom we write.

Lodian is the American way of spelling the name. It is a small pride of the New England family of which our hero is a member, that although remotely removed from their ancestors they are more American than the Americans themselves, for the old Aztecs of Mexico were a civilized nation when the aborigines of America lived in trees and swung by their tails.

Lodian has been, from early years, an inveterate traveler. He has visited all parts of the North American and Latin-American continents from Chicago to the Ciudad de Tragedia (Plata), and resided thirty months in the Argentine Republic. The semi-tour of Europe has been made twice and Italy has been repeatedly visited; also Switzerland, Spain, France, England, Ireland, and the little republic of Andorra in France. France has been visited no less than seven times and thoroughly covered in all directions. It must not be thought that our tourist did all his touring awheel. At twelve years he was expert on a clumsy old tricycle, but later discarded it for the more rapid railway. Now he is off again for the American capital in Europe—i. e., Paris. He goes by the western route, via Japan, northern China, and right across Siberia and Russia for some 4,000 miles to St. Petersburg. His motives for travel are study, pleasure, and profit—as a correspondent; but he never has anything to do with vulgar business. The sketch, an excellent likeness, is by the artist Rinaldo, of Paris.—ED.]

**T**HE national highway from Paris to Orleans is firmly maintained almost throughout by well-laid cobblestones. The distance is about seventy miles. There are two tracks for nearly the entire length. The left hand (going toward Orleans) is laid with big cobblestones, while the right side is ordinary hard gravel. Each track is about three and a half meters wide, the average total width of the highway being twenty-five or twenty-six feet (the two-foot walks on either side not included).

This seventy-mile cobblestone highway is the most extensive piece of road engineering of its kind in existence. The writer has covered the entire distance over the road on foot, occupying three short days on the tramp. These seventy miles were but the premier part of an immediately continued 800-mile promenade through France and Spain, via central Pyrenees. The pedestrian journey of 1,300 kilometers from Paris to Barcelona occupied thirty-six days, of which eight were spent in sightseeing and in resting.

Why the double track on the Paris-Orleans road? It is for a good purpose. In wet weather vehicles get onto the cobblestones, and thus get over the road more quickly and with less pull, though more shaking.

The writer's acquaintance with continental European roads has been most extensive. Tours of inspection have been made monthly on foot. Of course good roads are an economy for nations, and the welfare of a country consists largely in maintaining sound thoroughfares. See how the old Romans recognized the value of good roads, and how they made them so well that even to this day the selfsame roads are in existence. Personally, the writer appreciated good roads at an early age. When scarcely twelve years of age, the diminutive tramp set out on a walk of 109 miles; only twenty-one miles were covered when, thinking better of it, he turned back home—by train. From Grantham (while at school there) to Stamford, by the arrow-straight ancient Roman highway, lay his route. Part of the distance he ran—schoolboys do usually begin their escapades by running. It took 9 hours for the little toddling legs to compass that score of miles, but on returning home the same evening, no fatigue was felt.

In Switzerland and Italy the country roads are as well kept as in Gaul. In Italian cities, at least in great cities such as Genoa, Milan, and Turin (the scribe has not been farther south), there is no curb to define the sidewalk from the road. The footpath is on a level with the street, and when vehicles need to stop temporarily before a doorway, they are driven onto the sidewalk, and passers-by have to look out. The communal laws allow this. The custom has its advantages. "Blocks" in traffic which might otherwise occur are avoided by utilizing the footways for the passage of conveyances.

On the French highways the mechanical repairers literally pass their lives on the roads. Attached to their steam rollers will be a fourgon or coach as large as a railway guard's van. These contain two bedchambers

and a kitchen. Thus, when repairing on the lonely country roads, remote from town or village, they do not have to go miles in search of food or lodging. When working, they leave the wagon at a convenient distance. It is available as a shelter when a heavy storm comes on, and is altogether a comfortable little home for driver and fireman. But at night they are occasionally disturbed in their slumbers by the thumping of some belated tramp who would like to get in; experience has taught the occupants that the best way to treat the troublous vagrant is to pretend not to hear him.

The worst piece of road the writer ever saw was in France in the neighborhood of the town of Chateauroux. For hundreds of miles on either side of this mire road there is the best and hardest gravel road in the world, but at this particular place the road suddenly becomes, in going down a hill, a frightful clay ditch. It continues thus for about 200 yards. A diagnosis was made of this peculiarity, and it was found that the part of the route in question, formerly good, had in recent years had a spring burst on or near it, which could not be stayed. Then, as there was probably a parish boundary dispute just there, neither commune would agree to pay the expenses of remedying the evil. So traffic was forced to make a road for itself by a detour.

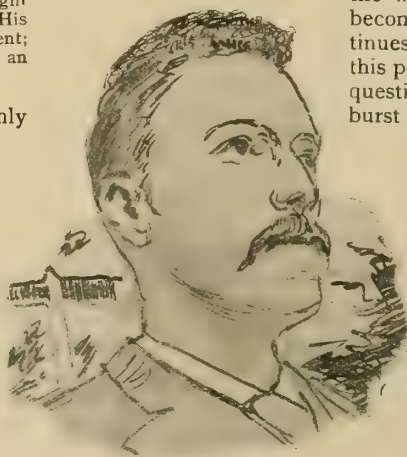
The best piece of road the writer ever saw (also in France) was at the town of Souillac, a ville of central southern Gaul, formerly noted for its excellent red wine; but its celebrity is now gone, owing to the declining temperature in France, and the consequent loss of the sun-power so essential for the production of good vintage. Well, at Souillac, in the middle of the town, the sandy road has become as hard as a rock (but there is no rock there) and incidentally as smooth as asphalt. It is surprising. The nearest approach to it elsewhere in a foreign country will be found in the good old English roads about Gerrard's Cross, Buckinghamshire.

The principal head engineers on French roads are provided with residences at the expense of the state, and their salaries range from 3,000 to 5,000 francs per annum. They have no regular hours,—doing pretty much what they please,—but are supposed to devote at least eight hours daily to their labors. This is principally given to walking tours over their sections, and (after the position of conservator of forests) is one of the most coveted of berths.

There is a certain amount of office work and account keeping to be done, which, done systematically, is an agreeable relaxation and rest; but woe to him who, without resolution, makes the fatal mistake of neglecting, and then hating to do the accounts.

As an extensive traveler the question has been put the writer, Which cities of the world have the best roads and streets? Well, I think the London city thoroughfares, with their asphalt, are the best existing, being even superior to Paris. But London streets are in general not kept nearly so clean as streets in the French capital. In Italy's chief seaport town of Genoa the streets are most substantially paved with huge and quite even flags, and will apparently last until the crack of doom. The police constables there, as in some other Italian cities, are dressed just like gentlemen—high silk hat, long frock coat (all in black), and are provided with walking-sticks. In fact, the stranger is liable at first to take them for easy-going citizen-gentlemen, but in his walks he will see a lot more, and all dressed so exactly alike that he begins to think they must belong to some order. His calculations will soon lead him on to the right theory—that these gentlemanly dressed persons are the municipal police.

In Spanish cities there are usually good thoroughfares. At Barcelona (Iberia's chief commercial city), for example, the wood pavements are very satisfactory. Part of these are made of wood blocks, part of small round pieces of wood, about four inches long, being branches sawed up. The work of laying these requires much handling, and occupies much time, and is believed to be an economic loss. Still, being of oak, they are considered



WALTER LODIAN.



worth this trouble on account of their durability. But Spanish country roads! Save the mark! There are a few modern passable ones, but of the majority, the less said the better.

The worst roads in cities were those of Buenos-Ayres and New York. But in 1887-88 the streets in the capital of the Argentine Republic were greatly improved, while those of New York were in '89 (year of leaving the northern city) still in a most deplorable condition. It is surprising that such a state of affairs should exist in a commercial emporium like New York. It shows scandalous municipal neglect. The two most important streets in the city—Broadway and Ferry street—were then in a deplorable state.

Mention has already been made of an 800-mile trip on foot accomplished by the writer. This was done in the early spring—a sensible time for holiday-making. Here is an extract from a report on the long pedestrian journey (contributed to a contemporary), in which French and Spanish roads are compared:

"Deciding to take his annual holiday early this year, the writer set out from Paris March 31, with the intention of traveling the heart of central France on foot, noting objects of interest en route, of seeing rural Gaul well, and above all to observe the agricultural prospects and methods of cultivating the earth. This programme was precisely carried out until arrival at the foot of central Pyrenees (via Saint Girons) April 25, when the next day those solitary mountainous regions, capped with eternal snow, were crossed. Immediately on entering Spain it becomes unpleasantly evident that one is in a rotten, effeminate, priest-ridden, poverty-stricken monarchy. From the well-kept roads and well-administered pathways of republican France, here in Iberia one encounters not even excuses for thoroughfares—ways so bad that it is less fatiguing to pick a journey on foot through the boulders which obstruct the passage than on mule back. If one wish to visit (as the scribe did, although he would not care about attempting it again) the petty, antique, out-of-the-way republic of Andorra (via Tirbia) on the road to Barcelona, the foregoing is the trying kind of a bridlepath he will have to follow. From Andorra to Urgel (first Spanish villa of any importance) is better walking; then good roads, intermingled with execrable mire and mudways, lead into Barcelona after some five days' tramp. Arriving in the capital of Cataluña May 5, a stay was made of some weeks. Thus the distance (by this itinerary) of some 1,300 kilometers, or over 800 miles, was covered easily in thirty-six days. Deducting eight days devoted to staying in towns and sightseeing and resting, the number of days actually occupied in walking was twenty-eight—and those were lengthened out beyond expectation by sore feet."

Brick roads there are in respectable number on the steep ascents about Monte-Carlo and Monaco. They assure a firm footing where flagstones would not, and heavily laden mules mount and descend without ever slipping. These narrow brick roads of the little gambling state keep themselves very clean, little personal attention being required.

A continentalist relates how he successfully made a good permanent way over a very bad bit of marshy ground. Tons of stones had been thrown thereon, but (as was natural) the stones always sank down and the mud always came up. At last he conceived an idea. He was at the time clearing away the furze from a common. Instead of burning this, he had it tied up into compact bundles, which were laid closely together over the marshy spot. They were weighted down with heavy stones, and then covered by a plentiful layer of smaller ones, followed by one of gravel. That road never gave any more trouble. The furze allowed of first rate drainage.

This reminds one of the wise idea of a sporting farmer in successfully

dealing with an objectionable piece of water in front of his country residence. A narrow river, as it passed his house, went round a short bend. In the summer it would dry up, and for two or three weeks there would be a bad odor from the decaying substances in the hollow at that bend—which was, moreover, blocked with old branches and bits of tree-trunks. So what did he do? Clean it out, at the risk of causing a pestilence by the increased stench? Not a bit of it! He caused a cutting to be made right through the bend or arm, and the old route was filled up with the earth thus extracted. This was far the healthiest, quickest, cheapest, and easiest way.

The roads and streets of Paris are, from a historical point of view, the most interesting of those of any city in the world. What consumingly absorbing reading might be put into a short history of the principal thoroughfares of the great gay city of three millions of inhabitants.

The writer was indebted for his early information on roads, which caused him to take an extended interest in their making and maintenance, to the works of one J. King, of (or formerly of) 50 Booksellers' Row, London. This noted technical writer's book, "Roads and Road-Making," has always been found reliable. He took so much interest, in fact, in roads, that eighteen years ago we find him establishing a weekly journal entitled *The*

*Road*, the first number of which appeared in 1874. The general public however, care nothing about the technics of road engineering, so King's *Road* has only been published at irregular intervals since, so as to preserve the title, and give a synopsis of road events past.

One of the most ambitious schemes that ever came to the writer's notice was the proposal to link Britain and Ireland by a rock road. The waterway between the headland of Cantire in Scotland and Torhead in Ireland is 15 miles wide, 474 feet deep at mid-current, but shallower toward either shore. This is the position offering the best engineering facilities for the creation of an isthmus. The high bluffs of Cantire on the Scotch coast and the still higher land comprising Mounts Clady, Escart, and Carnlea near the Irish coast offer facilities for gravitating the material requisite to form the isthmus between the opposite shores. There are no engineering difficulties in the way to prevent the immediate commencement of the undertaking, if favored by national approval and commercial enterprise.

Physically it would change the Irish Sea into a land-locked bay, lessened in depth by the cessation of the Atlantic flood from the north, thereby serving to aid the natural drainage of the adjacent coasts, and make the marsh land of the east coast of Ireland capable of the highest forms of cultivation.

LODIAN.

### MISS TISSY REYNOLDS.

Miss Tissy Reynolds is the sixteen-year-old girl who threw all England into a flurry by going for a bicycle road record in the costume in which she is depicted on this page.

Not only the cycling papers but the daily press as well, devoted columns on columns to her and her costume. Some of them damned her in no uncertain language for daring to do such an unladylike thing as to go for a record and more particularly for having the audacity to appear in public in her masculine costume. There were others who could see nothing at all amiss in a young woman of fine physique and robust health showing her prowess by giving Father Time a tussle. Neither could they see anything immodest or unladylike in her costume, but on the contrary commended her for breaking away from the trammels of conventionality and assuming a garb suitable for riding. For weeks and weeks the battle waged until both sides ceased fighting for very weariness, without deciding whether or no Miss Reynolds was justified in doing as she did.





# HOW MARIUS OF MARTIGUES BECAME A PARISIAN

also a native of Martigues. Last summer Marius of Martigues, who was residing in Paris temporarily, was notified by an attorney living at his birthplace, of the approaching death of a wealthy cousin, him, besides, to come south immediately, as the cousin had decreed that he would leave all his wealth to the relative who reached his bedside first. Marius was not of course the only heir of this cousin. There were three other greedy cousins who longed for the property, and the lawyer had notified them at the same time as he had Marius. One of them Marius did not fear, as he lived in India; but the other two lived in Paris.

For Marius it was a question of getting there first, and he reflected, saying, "Poor Marius! this lawyer has notified your cousins at the same time as yourself; what can you do to get ahead of them? If you depart instantly, perhaps you can circumvent Prosper and Gonzague, for they must both take time to pack their satchels, the sinners!"

"Prosper is employed at the ministry, and he must ask for leave of absence. Then the best he can do is to leave this evening.

"Yes, but Gonzague! There remains Gonzague! and Gonzague is employed at the Lyons railway station. That situation seems designed expressly for him. It is he who will watch like a detective! You arrive; he sees you; being notified, he watches; he gives his work to a comrade and he is there to leave with you! Poor Marius!"

Happily Marius of Martigues was a cyclist and a good cyclist. This is what he did:

"Hurrah!" cried he, "it is very simple, my little one! You will jump upon your safety and rush to Charenton and take the train—and zip!"

No sooner said than done. He put on his cap and good cycling knickerbockers, put two bank bills in his pocket-book, jumped upon his machine and started to catch the train. The heir did not have a second to lose, so he pedaled energetically, although there was great danger in riding so rapidly in the Parisian streets, filled with vehicles. With rare good luck he had already avoided more than twenty accidents when he perceived from a distance that the Place de l'Opera, which he must cross, was filled with a compact crowd.

"Oh! the deuce," growled Marius, "what shall I do? If I turn into another street I will miss the train; if I lose the train I will not arrive ahead of the others; and if I do not get there first, they will cheat me out of my fortune, the rascals!"

"At least, if I run into this crowd I must blow my horn and shout. I will freeze them with fright and they will make a passage—and zip! There you are, Marius!"

Tooting, shouting, howling, and pedaling more madly than ever, Marius threw himself with lowered head into the crowd, and, miraculous as it may seem, the crowd gave way and let him pass through. Better still, they applauded him. Yes, applauded him.

Proud of himself, Marius deigned to bow an acknowledgment, but without slowing up. Numerous cyclists in the crowd—at Paris cyclists are met at every step—who witnessed this southern bravery, applauded to the echo. Marius was vaguely conscious that a battalion of enthusiastic wheelmen was coming up behind him, but the courageous provincial had neither the time nor means of assuring himself of this evidence of admiration. It was necessary for him to speed along industriously, and to use his eyes to avoid the obstacles in his pathway. It seemed to him that the escort of cyclists, stopped by the crowded streets, was gradually lessened, lessened, lessened. When he finally turned, he found himself in a less obstructed

street, near the walls of the capital. Marius continued his precipitous race, and arrived at Charenton just in time to put his cycle in the baggage-car and throw himself into a first-class compartment of the 9:15 train. To say that he did not appreciate the soft cushions would be to slander the railroad company, which heaven forbid. For nearly eighteen hours he enjoyed the car springs, and would have enjoyed them still longer if a frightful accident had not happened near Arles to a preceding train. Eight cars were smashed, thirty-seven people were dead and seventy-three wounded. They told the heir that there would be ten to twelve hours delay.

"Ten hours! sapristi! Ten hours delay! It is ruin! Before ten hours had passed the cousins would be at Martigues. Well! zip! Marius to the saddle; your safety must get you out of this! Zip!"

And Marius excitedly started, pedaling at all speed upon the road from Arles to Marseilles. As far as Miramas, it was wonderful how the machine flew, and save some insignificant accidents in the puddles and with the cattle in the country, all went well. But at St. Chamas, Marius would have willingly stopped to breathe. Again if, at Berre, he had been able to strike out for Martigues in a tangent! No! it is absolutely necessary for him to pass through Marseilles to make the indispensable legal formalities. At Berre he committed the imprudence, when he arrived, of asking a child on the road, if there was a tavern near by. There was one.

Marius stopped a quarter of an hour; took a drink and ate a piece of cheese; and when he was ready to depart he found his pneumatic was punctured. By a supreme effort, however, he vaulted into the saddle, but it took him nearly three-quarters of an hour to make three miles. He was about to fall, exhausted, when, in sight of Rognac, seven or eight cyclists came to meet him and surrounded him.

What did they say to him? He never knew, he was nearly senseless.

What did he answer them? Do not ask; he was unconscious; perhaps he answered nothing.

The rest of the journey was like a horrible nightmare, whose uncertain recollection is like a dream. The cyclists pressed around, supported him and pushed him. His machine rolled, while his flabby legs, guided by the pedals, went up and down, up and down. He was ready to faint.

At Pas-des-Lanciers he awakened long enough to see that he was supported and pushed by the other cyclists, whose cries were incomprehensible to him. Then he heard nothing more. At St. Louis des Aigalades he awakened suddenly when they poured some fire into his throat. At the same time, twenty hands rubbed him. They tore his skin. He cried out. They raised him and put him into the saddle; they pushed him again; his machine flew, and

as the volcano which had been poured into his throat produced a supernatural heat in his veins, he had a momentary strength to pedal. Feeling dizzy, mad, haggard, in a moment he found himself alone. Then Marseilles appeared, and new cyclones of cyclists surrounded him. They were legion this time. They shouted and escorted him. With a supreme effort, pedaling mechanically, with the fierceness of a demon,

Marius passed the gates into Aix, black with people—a mad crowd, who howled and struggled to embrace him. And that was the end!

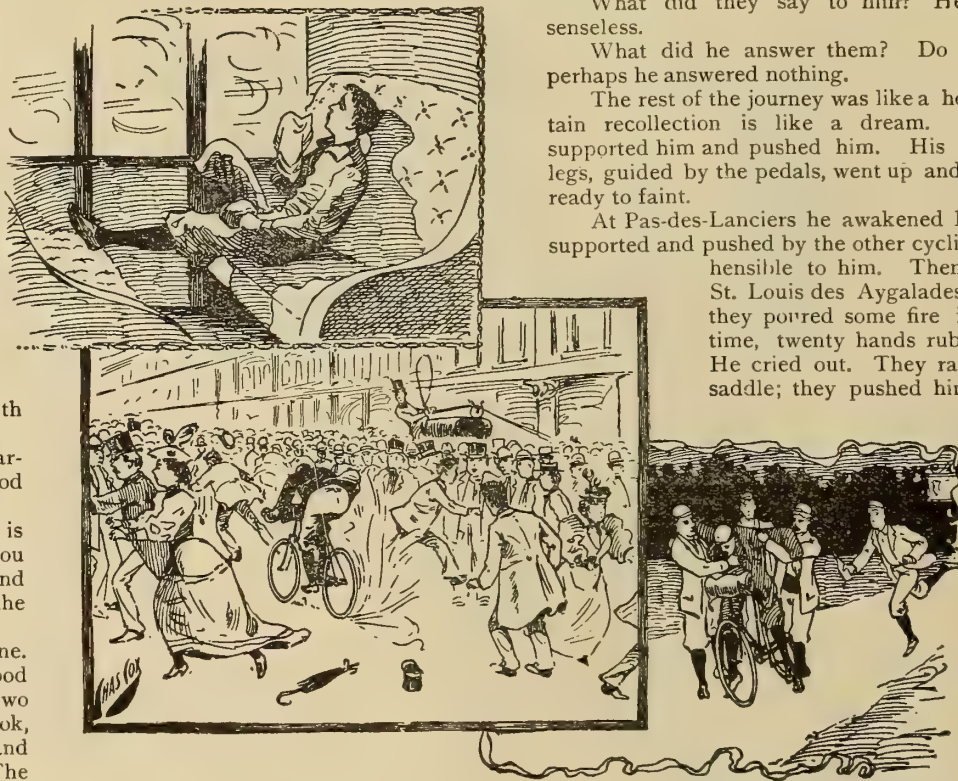
In the evening three doctors sat at his bedside in the Grand Hotel of Noailles. They told him he was the winner of the great road race from Paris to Marseilles, organized by the *Semaphore*. Strange, was it not?

Marius, charmed, had the pleasure of learning how sweet it was to awaken to glory without premeditation! Only after three and a half hours (3:35 exactly) of triumph, the unfortunate cyclist was in trouble, because the pacemakers who had escorted him from Rognac besieged the hotel to kill him. The real winner of the race had arrived, and complained, most justly, of not being paced, because his pacemakers had paced Marius by mistake. In the middle of the night the street in front of the hotel was filled with a howling mob, although police had been sent to protect Marius. He succeeded in escaping through the back door.

To fill his cup of misfortune, he was the last one to arrive at Martigues the next day. He was too late to come into possession of the lands of the deceased; all he had was the recollection of his ridiculous journey.

Marius returned to Paris after the will was proven. And from that time he claimed to have been born at Bievre *intramuros*.

"I from Marseilles?" he says. "What, you smile! It is true that I sometimes have a southern accent—my nurse was from Valence! But, my dear sir, I am from Paris. Marseilles is said to be a beautiful city (sighing), but I was never there."—*Tasgeny, in "Le Cycle."*





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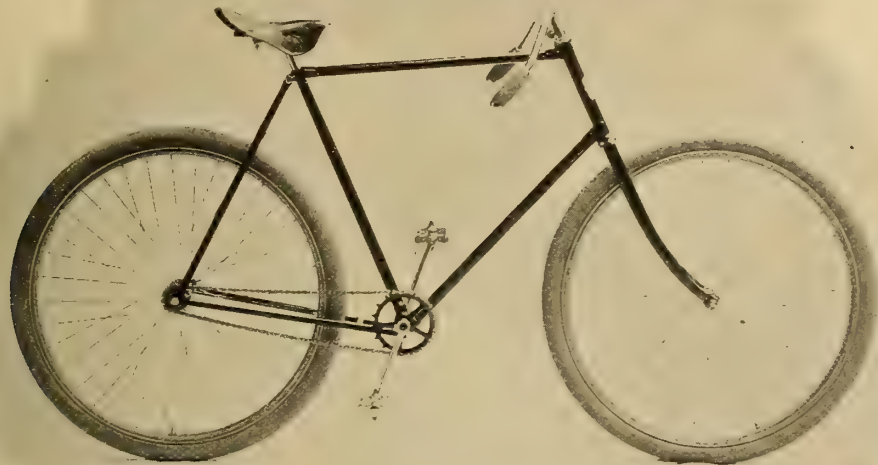


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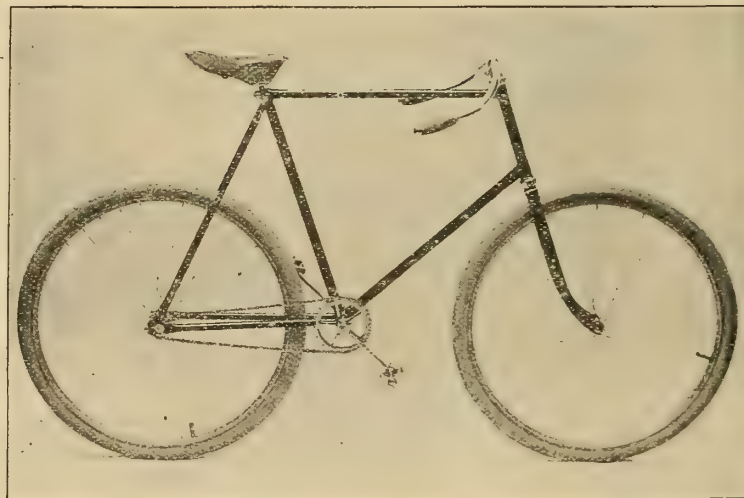




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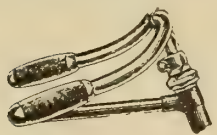
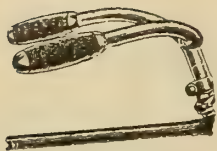
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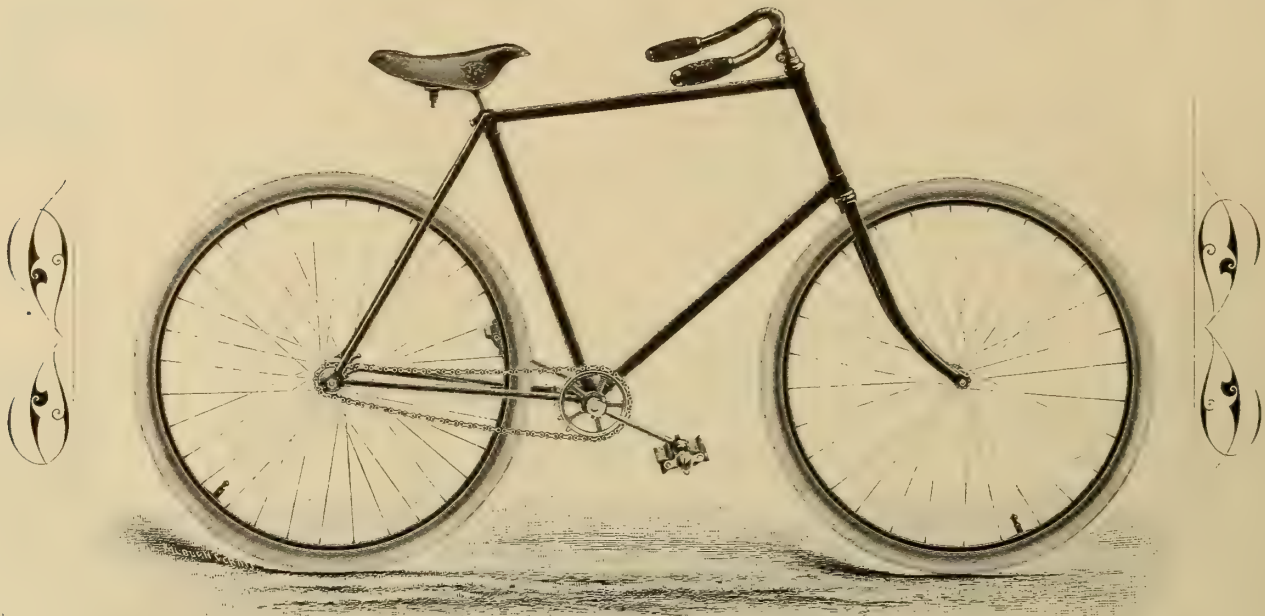
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MENTION THE BEARINGS



## THE FUTURE OF CYCLE RACING.

It was during the first year of the present century that Thomas Campbell wrote "Lochiel's Warning," and coined at least one popular phrase by asserting that "coming events cast their shadows before." Perhaps coming events did announce their approach in some such singular manner in the days of good King George; but in modern times, far from casting a substantial shadow for the aid of the *fin de siècle* prophet, "coming events" seem to be totally shadowless.

Witness, for instance, the disastrous fall of the once famous Wiggins. A few years ago thousands of disciples pasted in their hats the weather predictions of the great man, but in due time they found that when the prophet predicted rain, Old Sol would outdo himself in the matter of heat and sunshine; and when he solemnly foretold fair weather, all heaven's vials of lightning, wind, and rain would surely be unbottled.

Then, too, there is the sad case of Lieutenant Totten. The lieutenant has several times foretold the most awful calamities, including, I believe, the destruction of the entire globe and all of its inhabitants; and when the day set for the winding up of all things earthly has at last come round, the earth has refused to disintegrate, and man has gone right on living as of yore, without the slightest compunction at having destroyed all the glamour of the lieutenant's little prophecy.

But I shall not be deterred, by the fate of these eminent prognosticators, from venturing a few predictions regarding the newest American amusement, cycle racing. The amateur vs professional trouble of the past year or two has caused some over-cautious critics to express a fear that cycle racing has seen its best days, and that it will eventually, like the great American game of base ball, be killed by professionalism. I can not find the slightest ground for believing that this phenomenally popular sport is destined to lose one iota of its present prestige. On the contrary, I firmly believe that cycle racing will enjoy in years to come even greater popularity than at present. This sport may be said to fill a long felt want (to employ an expression which has been rather indiscriminately applied to all sorts of innovations, from the phonograph to the Keeley cure), as is fully proven by the great crowds which turn out to witness the contests of speed between famous fliers. It is a clean sport

and a manly one. The men engaged in it are, as a rule, of a far better class than those who make a living on the diamond and the turf. Even the "makers' amateur," that most convenient target for editorial sharpshooting, is an angel of brightness compared with the lushing ball-player or the bribe-taking jockey.

It is not extravagant praise to assert that a bicycle race is the most exciting of all races. It is a contest between trained athletes, magnificent specimens of humanity, who use the brain as well as the muscles in their work. A cycle race is a race of intelligence and skill as well as of speed; and as such it must take rank above the horse race, in which, while intelligence and skill are important factors, luck, nevertheless, often plays the leading part. Cycle racing is an intensely exciting sport. A well contested race between good riders has a peculiar fascination, both for spectators and participants. I pity from the bottom of my heart the man who can sit out an exciting series of cycle races, and remain through it all as calm and cool as the proverbial cucumber. If there is any time when a man is justified in damaging his vocal organs through an excess of violent cheering, blistering his hands by frequent applause, and making a howling lunatic of himself generally, it is certainly at a cycle race. Who can ever forget the scene? The brawny riders bend over their wheels, and await with feverish impatience the starter's signal; the track, level as a floor, glitters in the sunlight, as if to invite them on; a hush falls over the expectant multitude; the last words of encouragement are spoken; and then the report of the starter's pistol echoes in the air. Quick as an arrow they leap away from the line and speed along the track. The wheels seem almost to fly as they glide along with even motion. On they go, and the pace becomes hotter and hotter.

The crowd cheer their favorites. Now one, now another, seems to have the advantage. See, they are on the home stretch. Half-a-dozen riders are bunched together and every one of them will be in at the finish. Look! How they fly now! The pace was a fast one before, but now how those athletic figures strain every nerve and muscle to reach the front. They are nearing the tape. A few seconds will decide it. On they come, with fearful momentum. Now they are almost abreast. Suddenly one of the riders makes a desperate effort and by a final spurt crosses the tape a winner by inches, while the crowd rises to its feet with one accord and cheers itself hoarse. (That is, it does if its favorite wins; otherwise it is often as dumb as an oyster.)

Cycle racing is only in its infancy. It is not, as some are pleased to imagine, an ephemeral pursuit, destined to attain great popularity for a time, and then to sink into oblivion. I confidently expect that in less than ten years from now cycling parks, fitted up for the use of wheelmen, and especially designed for the holding of racing meets, will be found in every city in the country. I look forward with eager anticipation to the time (which is surely coming) when meets of importance will not be as few and far between as at present; when the large cities will have cycle races every day or at least every week, instead of once or twice a summer. Those will be grand days for the racing crack, and the pot-hunter will think he has struck the millennium.

Methinks I hear some mercenary-minded racer inquiring about the kind and value of the prizes to be awarded in those millennial days. "Shall we be amateurs, as at present," he anxiously asks, "and ride solely for glory (plus such small trifles as diamonds and pianos), or will we openly compete for the dollar of our daddies?" That is an exceedingly hard question to answer. The cash racing experiment seems to be a failure. It has received the support neither of the crack racers nor of the public; and thus handicapped has, of course, made little headway. But it has at least been of some utility in opening the eyes of the L. A. W. to the fact that some of its rules must be made less stringent if it wishes to retain the support of the racing men. For instance, the arbitrary rule requiring racers to pay their own expenses should certainly be done away with. It is merely a dead letter now, and the sooner it is amended the better. While professional cycle racing may attain some



slight vogue in the future, I am strongly of the opinion that the amateur races of the L. A. W. (if only the racing rules of this body be revised with some show of liberality and fairness) will retain their present popularity.

I do not anticipate that the racers of the future will be much more speedy than those who at present chase the bubble of fame via the cycling track. The coming Zimmermans are not likely to eclipse the deeds of today's cycling hero. As regards the absorbing question of the time—who will be the King Pin of the track next season?—I am ready to pin my faith and wager my dollars on Arthur A. Zimmerman. His work during the summer of '93 was certainly wonderful. His vast superiority over Sanger and Johnson, the chief of his would-be rivals, was demonstrated time and again, and I can see no reason why he should not maintain his supremacy for many a year to come.

In conclusion, let me reiterate my firm belief that cycle racing will be the amusement of the future, not only in America but in Europe as well. Its growing popularity augurs continued success. We busy Americans must have recreation and the cycling track can supply it. Every year the merits of this class of racing are being more generally recognized. The press is commencing to devote considerable space to reports of the races and cycling gossip. In fact, the sport is gaining unequaled popularity among lovers of outdoor amusements. Why then should it not continue to flourish?

Fill up your glasses, boys, and I will give you a toast. It is this: Long life to the cycle race, long life to the cycling racer, and last, but not least, long life to the cycling public.

BARRY HECLA.



# Through AZTEC LAND WITH A BICYCLE

By H. WOOD-BRIDGE



GRAN SEÑOR" had arranged to look up some Spanish friends the following day, so Clyde and I determined to hunt up a bicycle, and were favored by a strange bit of luck in our attempt in this direction. We were told that bicycles could be rented at the Alameda, and started off, congratulating ourselves that we experienced so little difficulty; but upon looking over the man's stock we found the bicycles all of French manufacture, and not at all available for our purpose. We were told that if

we wished better ones we would be obliged to import them. Just at this point we caught sight of a young fellow pushing a wheel beside him. He accosted us, asking if we could speak Spanish, and saying that he had come all the way from England to give exhibitions of fancy riding in the circus, but having met with some difficulty, wished to sell his wheel to the man who rented bicycles, and return to England. In a few moments Clyde had closed a bargain, obtaining the wheel, which was exactly suited to him and perfect in every particular, for about one-quarter its actual value. We felt considerably elated over this, and Clyde mounted and performed some very clever feats, to the evident surprise of the professional. As it was yet quite early we planned an expedition for a run to Tacubaya, the famous suburb of the city and the Monte Carlo of Mexico. We returned to the hotel for my wheel, and Clyde donned a riding-suit with breeches, boots, and all, which, while quite a novelty, did not look half bad when he was mounted.

We started amid the cheers of a crowd of curious street arabs who had assembled about us, and after a few blocks of rough riding reached the Paseo de la Reforma. This boulevard stands as a monument to the murdered young Emperor Maximilian, who caused it to be constructed as a suitable approach to that spot "from heaven to earth let down," Chapultepec (the Hill of the Grasshopper), which is held most dear to the hearts of loyal Mexicans as having been the favorite park of their beloved Montezuma, where that chieftain held his famous fetes and took counsel with his braves. At the

entrance of the Paseo stands the wonderful equestrian statue of Charles IV., said to be the largest bronze extant; and farther along are those of Columbus and Gautimatzin, occupying the centers of the *glorietas* where the drive widens into a circle about 400 feet in diameter. Around the circles are placed richly carved stone benches. Double rows of great, majestic trees line the drive and promenades on either side, forming three beautiful cathedral arches, and making a most effective frame for the grand view ahead. The drive was in excellent condition, and we

reached the end of the two and a half miles very quickly.

After passing the armed guards we began a slow ascent of the winding, terraced road leading to the castle, which occupies an imposing position on the crest of the hill. With each push of the pedal the beautiful view improved, until we had reached the top. Away below us, extending in a

diagonal line, lay the picturesque old aqueduct in the shadow of which the American soldiers crept along, and, led by General Grant, scaled the almost precipitous sides of Chapultepec and stormed the stronghold on the summit. A military officer approached, and courteously offered to escort us about, but we could not respond at once, so lost were we to all else in contemplation of the wonderful, awe-inspiring view before us. The beautiful valley of Mexico lay at our feet, fields here and woodlands there forming a beautiful mosaic of different greens. The Paseo, with its air of uniform elegance, at view in full length; the soft tinted domes and towers of innumerable cathedrals and churches in the distance, and above all majestic Popocatepetl, raising its snow-capped peak high among the clouds until it seemed almost part of them. On the crest of Ixtacchuatl the wonderfully life-like outlines of the "sleeping lady" lay in her snowy robe, like the fabled Ice Maiden, who, done with pranks in her realm of the north, was finding repose under southern skies. The warm, genial sunshine beamed down upon the tranquil scene like a benediction. I had often heard that crowded quarters bred crime, and that wide streets and open parks were conducive to good morals, but could never appreciate the force of the argument until I witnessed this inspiring scene—a scene which must impress upon the most casual observer, the divinity of nature. It was some moments before either

of us could speak, and it was Clyde who broke the silence. "I spent my college days in Switzerland and became accustomed to the grandeur of mountain scenery," he said, "but believe me I never looked upon a scene that affected me so deeply."

We turned to join the guard, who had been waiting silently, and were shown through the castle, which now serves as a military academy, a sort of West Point—being also the Mexican White House and summer home of the president. Although the interior decorations were almost regal in their elegance, we were somewhat disappointed, finding no mementos of the occupancy of Maximilian and Carlotta. As Clyde stood gazing from a balcony, the guard asked him if the furnishings did not interest him? "Oh yes," he replied; "but not enough to distract my attention from the most beautiful scenery I ever witnessed." The fellow seemed greatly pleased at this reply. There is nothing a Mexican enjoys better than to have his country appreciated, and he will resent nothing more quickly than a slight upon it and its traditions. With one long last look toward the spot

" . . . where lay,  
Extended in succession gay,  
Deep waving fields and pastures  
green  
With gentle slopes and groves  
between,"

Clyde followed my mount, and we were soon flying down the steep, winding, terraced road. We dismounted at the foot of the hill to explore a cave, and

came across some rocks upon which were a number of odd-looking hieroglyphics, which it is claimed have been ciphered out as the names and dates of Aztec history. A subterranean passage leads from the castle to this cave, and rumor runs that it continues underneath the entire city to the place of the Inquisition. Among the grand old cypress trees of the park, most of which are supposed to date back over twenty centuries, stands the majestic "arbol de Montezuma" (the tree of Montezuma), under which the chieftain wept over his defeat. Graceful festoons of soft, gray, Spanish moss droop from the lower branches with pretty fantastic effect. We were loath to leave this Arcadia, but wishing to reach Tacubaya before midday, were obliged to push on.

Continuing along the boulevard, which appeared to be an extension of the Paseo, we passed under an arch of the old aqueduct, with its picturesque outline and time-tinted effects. A quick run brought us to Tacubaya, the fashionable suburb of the city, with its palatial mansions and wonderful gardens surrounded by high walls. Here a most remarkable spectacle awaited us. With unexpected good luck we happened to visit the place at



The Maquay Plant.



A Typical Water Carrier.



a most interesting time, during the annual "Feast of the Gamblers." Such a scene as the streets presented! We were obliged to dismount on account of the crowds promenading and groups loitering here and there around some garishly decorated booth or tent, where "monte" men and "gutter" gamblers were holding forth, and a more motley crowd could hardly be imagined. Handsomely dressed young Dons, mounted upon the most perfect specimens of horse flesh; gorgeously gowned women, who had left their carriages—it being impossible to drive through the crowded thoroughfare; miserable dirty beggars, the very allegory of poverty, accosting one at every turn. Mexicans from the lowest class to the highest possess an inordinate passion for gambling, and at this "feast" every class is catered to. Dirty little street arabs squatted about matching coppers, and at the booths and tables peons watched their small earnings disappear with desperate fascination. Behind the high walls, within the beautiful clubhouses, much bigger game was being plucked. These establishments are gorgeous in the extreme in their interior decorations, furnishings, etc., and the tropical beauty of the gardens surrounding them is really wonderful.

We were particularly interested in a party at one table. The game was quite new to me. Two face cards (Spanish) were exposed on the table, and the player bet on one or the other. The dealer would then draw from another pack, and the first card turned up representing either one or the other of the two cards on the table, was the winning card. A young woman, handsomely dressed and loaded with diamonds, began to play. We noticed that every time she lost, her next bet would be doubled. Proceeding upon this system, within a remarkably short time a large pile of gold coins (chips were not used) lay before her. She had very winning ways.

When we were leaving we were invited to partake of lunch, which is provided gratis by the establishment; but we preferred to feast our eyes upon the remarkable, ever-changing scene without.

Tacubaya deserves its prestige as the Monte Carlo of Mexico. The absence of all boisterousness or rowdiness impressed us, although we encountered quite a number who were decidedly the worse off for over-indulgence.

Conveniently near each gambling booth pulque venders had placed their stands and were kept busy supplying the thirsty crowd. Women selling tortillas, tomalies, etc., also plied a brisk trade. Directly a player left the table a winner, he would be followed by a horde of beggars beseeching for a few centavos with which to try their luck. The lucky winner would frequently invite the surrounding crowd to join him in copious draughts of pulque. A shop sign reading, "The Pulque Shop of the Blessed Tree," attracted our attention, and we entered to have our canteens refilled. Having expressed our curiosity as to the origin of the name applied to the place, the legend concerning it was related to us. The story goes that many years ago a very holy priest, upon a pilgrimage, stopped beneath the shade of a tree to seek shelter from the noonday heat, and rest. As he started to resume his journey, comforted and refreshed, he turned and blessed the tree and bade it evermore be green. Straightway a stream of crystal clearness gushed forth from its roots, which ever since has flowed ceaselessly. It has never shed its leaves, which at all seasons remain livid green. The tree was pointed out to us as we were leaving, and it was indeed a very beautiful specimen. It was about 200 feet in height and proportionately symmetrical.

Remounting, we began wending our way up through a narrow, winding, and slightly hilly street, crowded with venders who squatted down under enormous umbrella-like canopies, surrounded by their wares. Directly ahead of us, perhaps a mile distant, appeared to be the base of a mountain rising abruptly from the road. Clyde suggested that we make for it and see if it were not possible to find a "pass." I acquiesced, and we rode on several miles farther, but the mountain seemed as far away as ever. Finally we became disgusted, and were not quite sure whether there was really any mountain there at all, or whether the pulque had perhaps taken effect upon

us; or possibly it might be simply mirage—we knew there existed in this country curious atmospheric effects, which resembled a lake in the distance; but had never heard of its taking the effect of a mountain. At last we encountered a solitary Indian plodding along with a pig-skin of pulque upon his back. We at once accosted him.

"Oh, mozo."

"Si, señor."

"Do you see that mountain ahead?"

"Si, señor."

"How far is it from here?"

"Twenty-five leguas, señor."

Twenty-five leguas (sixty miles), and all that came from our not remembering that in this altitude all objects appear deceptively near at hand.

We struck off from the road into a hacienda and spun along through the rows of mammoth maguay plants, which were laid out with uniform regularity. This wonderful air plant, which is commonly known as the century plant, is indigenous to Mexico, and is undoubtedly foremost among the vegetable products of the country. Even ages before a Toltec prince discovered the palatableness and healthfulness of its sap, the fiber had been used by the Indians to weave their coarse garments. At the present day, with the advantage of improved methods and implements, it is worked into rope, cloth, rugs, harness, twine, and even paper. The gigantic leaves are often used to form the roof of a little hut, and troughs for conducting water

are made from the leaves hollowed out. Natives frequently break off the sharp point, drawing a string of the fiber with it, which makes a good bachelor's needle, since it is already threaded. The plant blooms every seven years instead of every century, as is generally supposed. When it has become matured, the leaves are cut away close down to the roots, where a natural basin is formed which fills with the sap as it oozes out. This is collected by Indians, who have pig-skins strung over the back,



Mount Popocatepetl, from Amecameca.

and carry a long slender gourd with a hole at either end. Into this is sucked the sap, and when full it is deposited in the pig-skin by a quick deft motion over the shoulder. We had been advised never to watch the process of preparation of any dish or drink of which we might partake in Mexico, and particularly that pertaining to pulque, which we were assured was "sucked into the mouth of dirty Indians and squirted out into skins"; but we saw nothing whatever objectionable in the preparation of it. The sap as it comes from the plant presents a watery appearance, and is very sweet to the taste; from this fact it is called *agua miel* (honey water) until it is fermented, when it becomes pulque. After twenty-four hours it becomes sour and unfit for use.

The success of this beverage as a national drink does not lay, as in the case of beer, in the fact of its creating a thirst which can be quenched by itself alone, but rather on account of its recognized healthfulness, which has induced many attempts to place it on the market as a medicine, in other countries. Success has not attended attempts in this direction, however, as no means of preventing its turning sour have been discovered. As a beverage to absolutely quench thirst and refresh one, I have never found its equal. The taste for it, like that for olives, is a cultivated one, and many tourists never get further than the first sniff, for the odor of it is most objectionable. Cafes do not keep it, which may be accounted for by the fact of its being so very cheap, or perhaps on account of its objectionable odor, for a pulque shop, if it can not be located by the extravagantly painted scenes which embellish its exterior, can certainly be scented by the odors which emanate from within. No respectable Mexican will enter a pulque shop, but this does not prevent them from having it served at their tables. Were it not for the beverage being within the reach even of the poorest Indian, the City of Mexico would be an immense pesthouse, for in the water



lurk the germs of disease, and it is never drunk without the juice of limes having been squeezed into it.

A liquor called mescal—the taste of which has been compared to the sting of hornets—is distilled from the roots of another species of maguay. The cochineal bug thrives upon this plant, and also between its leaves is frequently found a long green worm that is by some considered a greater delicacy than frogs' legs, when prepared according to the ideas of Mexican gastronomy. We rode for a long distance between the rows of large symmetrical plants, occasionally scaring up an Indian, who, having no warning of our approach, and probably never having seen a bicycle before, would stand as though transfixed with consternation and curiosity. We were compelled to ride very carefully, as a sudden swerve to the right or left would have been attended by serious results on account of the bayonet-like sharpness of the maguay leaves. Returning to the city that evening by a different route, we had quite an exciting experience. Our path led us through a road so uneven in formation that we were compelled to take a tramway track that was built up in the middle of the street, about ten feet above its surface. We were jolting along over the rough cobbles, wondering how much longer we should be obliged to endure it, when our attention was attracted by a commotion in the rear, caused by a rush of hoofs, a bellow of rage, and excited shouts. One look over my shoulder was enough to explain the situation but too clearly; we were being chased by a regular fighting toro. Behind him galloped a Mexican, mounted, who was swinging a riata lasso, preparatory to a throw.

I yelled to Clyde, who was in the lead, to spurt, which he did with never

## TEN THOUSAND MILES AWAY.

Australia!

A merry Christmas to you and yours.

While the snow is on the ground and the thermometer way down below zero in this part of the world, it is now midsummer in that bright and sunny land across the sea, and the grand sport of cycling is in full swing.

To me has been allotted the pleasant task of penning a column or two about Australian cycling for the benefit of the vast army of readers of THE BEARINGS. I hope I may do the subject justice.

As above mentioned, the seasons in Australia are just opposite to what they are in this country; consequently, while riders here have carefully stowed away their wheels for the winter, our friends in the antipodes are pedaling away all over the country and enjoying the sport to their hearts' content. The season proper may be said to commence in October and terminate about the end of April, though in reality riding is indulged in all the year round. In fact, in Sydney most of the race meets are held in the winter months (from May to September), the winter being much milder than in Melbourne or Adelaide, where all the racing is done in the summer and fall. Melbourne is the home of Australian cycling, the good roads round about it and the level nature of the country all tending to make the sport popular and enjoyable. Adelaide (South Australia), though surrounded by hilly country, has very good roads, and considering its small population has a great number of cyclists. Around Sydney and Brisbane (both farther north) the roads are not so good, nor is the climate so well adapted to



*Start of five-mile championship, Melbourne Bicycle Club Spring Race Meet, on Melbourne cricket ground, November 12, 1892.*

a question. The sound of the toro's hoofs came nearer and nearer and the awful apprehension that the Mexican might lasso me instead of the bull took possession of me. Suddenly I heard a swish and fall of a rope, but no cessation of hoof falls. He had cast and missed his aim, I thought. Just at this moment I heard a cry from Clyde. A new danger had arisen. Directly ahead, not a hundred yards from us, stood a car on the single track, effectually blocking our further advance. The hoof falls were coming nearer. I gave a quick glance behind; the bull was dangerously near, and had lowered his head as though for a charge. I saw the Mexican rise in his stirrups (his horse had stopped) and brace himself for the tug; the next instant we heard a heavy fall and knew that the danger was passed. Clyde dismounted, and we got down from our perilous position and sought the seclusion of a neighboring shop to escape from the crowd.

After riding several miles farther we dismounted before an old, deserted-looking estate, and entering the grounds proceeded to slake our unquenchable thirst with water from an old well near the house—our pulque having given out. We had both taken copious draughts before we noticed the decidedly queer taste of it, unpleasantly suggestive of something spoiled. Recalling the warning I had been given against drinking water without the addition of lime juice, I accosted an old man whom we saw emerging from the house in hopes of procuring a lime, but was unsuccessful. During the course of conversation we were informed by the old fellow that it was in this very spot that Cortez had lived during his residence in Mexico, and in that very well that he had drowned his wife. Well, I should like to know what ailed that woman.

[The text and illustrations of "Through Aztec Land with a Bicycle" are an advance chapter from a book of the same title that will be issued by The Bearings Publishing Company in the near future. The book will be sumptuously gotten up and should be in the hands of every man who loves the crisp recital of strange travel and adventure.—Ed.]

cycling. Consequently the sport is not nearly so popular as in the other cities.

There is not a bicycle factory in any of the colonies—at least nothing that can be fairly called a factory. One or two of the repairers fill in their time by making a few wheels each year, but the bulk of the trade is confined to the importation of English wheels. However, with the rapidly increasing interest in the sport, it should not be long before one or two local factories spring into existence. The trade in Melbourne and Adelaide, especially, has made marvelous strides during the last few years, and though there is a great depression in business generally, the cycling trade does not appear to have suffered much.

The number of wheels imported into the city of Melbourne during 1892 was 2,100. This no doubt will appear a ridiculously small number to many readers here, but then the difference of population must be borne in mind, the whole of Australia only containing about three millions and a half—not equal to the combined population of Chicago and New York.

Touring is greatly fostered by the leading clubs. Every Saturday afternoon each club takes a run, sometimes a short one and back before supper; on moonlight evenings a longer journey is taken, supper partaken of at some popular wayside inn, and the return journey made the same evening or the next day according to the inclination of the riders. At Easter and Christmas time tours extending over four or five days or longer are always arranged and prove very enjoyable, for there are many pretty places to be visited. It seems strange that more touring is not indulged in by the many clubs in Chicago. Of course the racing men are busy all the season attending the different meets, but there are a vast number of the club members who do not race at all, and ought to be glad to take a regular weekly outing with an occasional long tour.



It is seldom that any Australian ladies are to be seen enjoying the benefits of cycling. They have not yet been educated to it, but doubtless in time the pastime will be more indulged in by them. The fair sex here certainly seem to derive great benefit from the exercise; at least one would judge so to note the healthy appearance of those to be seen flitting along the boulevards every summer evening. It only wants a few enthusiasts with nerve enough to go in for the sport heart and soul, and the existing prejudice and idea of its being *infra dig.* for ladies to ride in the public thoroughfares would soon be overcome, and wheeling become just as popular with the dear creatures there as it is here and in England.

A number of road races are held during the season, and last year a series of Interclub Premiership contests were held in Melbourne for the first time. They proved so successful and interesting that in the future they will become an annual fixture. Comparatively few attempts are made at record breaking, either on the road or track. The reason for this doubtless lies in the fact that there are no manufacturers to offer inducements to the fleet pedalers, and therefore the reward awaiting the ambitious record breaker is generally nothing more solid than the usual honor and glory, and perhaps a gold medal. Many good performances are nevertheless recorded,

both on the road and path, and considering how inferior the tracks there are to those in this country, the times and performances must be considered to compare very favorably with American records. Though most of the racing here is much faster than in Australia, I feel sure that from the different colonies a dozen or more men could be selected, who, with a few months' riding on the fine tracks here, would hold their own in the best company. They would not be in it though with such a man as Arthur A. Zimmerman, whom I consider a phenomenal rider, and far and away the best in the world. All credit to him too, for he is a gentleman and a sportsman, and always carries his honors well. The Australian public would be highly gratified to receive a visit from Zimmerman, and either he or any prominent riders from here, who at any time may decide to visit the land of the kangaroo, may rest assured that they will get an enthusiastic reception from a sport-loving and appreciative people.



H. H. LAMBTON.

The *piece de resistance* on the racing path is the Austral Wheel race, which has gained such world-wide renown, and for which a greater amount is given in prizes than for any other bicycle race in the world. The first prize is \$1,000; the distance, two miles. The race seems to increase in popularity and interest every year, and for weeks before the date it is to be decided, the Austral Wheel race is the prevailing topic discussed in cycling circles. It is run generally in the middle of November, but this year it was held early in December, and will probably in the future be run in that month each year. This would make it more convenient for American riders to compete, for they would not need to start for Australia till the end of September, and therefore would miss very little of the season's racing here.

From October to April a great number of race meets are held in and around Melbourne and Adelaide, and racing by electric light on the asphalt track at the Melbourne exhibition building has become quite an institution, races being held there as often as three or four evenings in a week. This track is five laps to the mile, and is not well banked at the corners, yet the mile handicaps are frequently run in about 2:25 and the two miles in 5 minutes or under. These times must therefore be considered very creditable when the nature of the track is taken into consideration.

In conclusion, a few words will not, I think, be out of place in regard to the friendly feeling that exists between Americans and Australians, especially in cycling circles. The greatest interest seems to be taken here in everything connected with Australian cycling, and any visitor is always so well received, and made to feel so much at home, that he has no inclination to go away again in a hurry. At least such has been my experience, and should I ever return to my native land it will be with pleasant recollections of, at any rate, the first six months of my sojourn here. I know from my own observation that Australian cyclists have the most kindly feeling toward Americans and their great deeds, and it seems a pity that the distance separating the two countries prevents the cycling fraternity from coming more into contact with one another. Let it be the wish of all cyclists, both here and there, that the present existing good feeling and friendly relations may always prevail.

H. H. LAMBTON.

## SIMON.

A score of years have passed since to Mr. and Mrs. Pure, poor but honest folk dwelling in a humble homestead in Englewood, was born a son. Him, their only born, they named Simon, "For," said Mr. Pure, "we shall never be ashamed of a son who is a Simon Pure." And in this, as this brief chronicle will show, Mr. Pure betrayed considerable length of head. Even in his babyhood young Simon gave healthy evidence of that remarkable characteristic that was his distinguishing trait in later life. Today Mrs. Pure loves to tell how when on one occasion his bottle was filled with watered milk he waded it away with his chubby hand and observed, "You'll pardon me, mother, but I really must insist on having a thoroughly pure and unadulterated lacteal article." Needless to say he got it thereafter. As he grew older his keen sympathy with an atmosphere of untarnished purity developed rapidly. As a school-boy his vigorous distaste for all that savored of the sordid and unpurified was remarkable. On one occasion it is recorded that while participating in a Sunday-school picnic he was requested to take part in a race, to the winner of which a silver dollar was offered. The maker of the proposition will never forget the fine scorn with which young Simon, then but fifteen years of age, replied, "While at all times willing, sir, to engage in contests of allegretto pedestrianism participated in by gentlemen for the laudable purpose of healthful competition, I am singularly averse to allying myself with those who would degrade an honorable pastime to the level of a money-making enterprise." This remark of our young friend shows how thoroughly events justified the father in the choice of his son's name.

On leaving school, after much deliberation Simon determined to adopt the profession of a barber, "For," said he, "I fail to see how any adulterating element can possibly intervene in this sphere of activity between the depilatory operator and the hirsute excrescences he obliterates." Before leaving his home, his father solemnly blessed him, adding, "And, dear boy, wherever you are, remember always that you are a Simon Pure." As some token of his appreciation of his filial devotion Mr. Pure also purchased for his boy, though he could ill afford it, a bicycle of the latest pattern. So went Simon forth into the world.

Not for long had our young hero been dividing his time between tonsorialism and cycling when he discovered that in the latter line of activity he possessed remarkable aptness, invariably running away from competitors in impromptu scorchers. One day, after much heart-searching and thought, he resigned his position in the shaving parlor, repaired home, and spoke thus to his fond parents: "Dear father and mother, I have decided to relinquish my barberism and to take definitely and permanently to the racing track; of course," he added smilingly, "as a pure amateur."

"But," asked his anxious father, "how, my boy, will you provide yourself with the necessities of life?"

Then, lifting his hat reverently, the young man replied, "Dear parents, the dear Lord Harry will, I am confident, provide." So they gave him their blessing anew and he went forth bravely, and spring had blossomed into summer, and summer had chilled into autumn, ere Simon came back to the old folks at home. But one day he came to them.

It was late in October. Chill breezes worried the golden leaves from the trembling trees and the sun shone pale through the gray mantle of the heavens. Mr. and Mrs. Pure had just sat down, in the cosy kitchen to their frugal supper when the unusual sound of wheels and stamping horses without the door startled them. Quickly the latch was lifted and a young man dressed in the height of fashion and carrying a huge bag in each hand stood on the threshold, while behind him could be seen the outline of a barouche drawn by a team of champing Clevelands.



Scottish Training Track at Melbourne.

One moment of indecision, then the parental instinct asserted itself, and Mr. and Mrs. Pure fell on the neck of the returned Simon. After crowding the little parlor with his baggage and dismissing his carriage, Simon entered the kitchen, placed his canvas bags on the table, and in a voice broken with emotion thus addressed his parents: "Dear father, dear mother, you have ever told me that the righteous man will never lack reward. You were right, dear parents. When I left you to venture in the racing path I told you that the Lord Harry would provide for me. He has. Behold part of the fruit of one season as a pure unadulterated amateur! In these bags are \$19,438.65. In addition I have a carriage and pair, seven pianos, ten bicycles, forty-five medals, twenty-five diamonds, and enough furniture to stock two houses." Then once again, in a transport of affectionate delight, the enraptured parents—but there are some scenes too sacred for public chronicle.

TOMMY DOD.



# DEATH OF A SIMON-PURE

I  
In a miserable attic  
In a narrow, squalid street,  
Where the absence is emphatic  
Of surroundings clean and neat.

II  
A pauper sick is lying  
On the bare and dirty floor;  
He is evidently dying  
And his struggles nearly o'er.

IV  
And yet around about him  
There is many a precious thing  
That appears to mock and flout him  
As his soul is taking wing.

III  
To a shadow he is wasted,  
And 'tis all too sadly plain  
To be seen that he has tasted  
Of starvation's bitter pain.



V  
Of pianos three and twenty  
And of watches sixty-four,  
Flashing diamonds in plenty  
And rare bric-a-brac galore.

VI  
And with all this wealth around him  
He is doom'd for lack of bread—  
Even now the Reaper's found him  
And he, gasping, falls back dead.

VII  
But now with troubles, he is through  
His recompense is sure—  
He was an L.A.W.  
Ideal amateur.

*Laurey Dodd*





# THE WITCHWAGON OF WHELPY BY President Bates

**T**HE Tabletop Furniture Co.'s great sawmill at Whelpy cuts bird's-eye and curly maple, fine oak, ash, cherry, walnut, butternut, and other hardwood lumber. This lumber is dried, and then shipped by railway to the company's large furniture factory in a distant city.

Whelpy was a nameless nook in the hardwood forests when Warren Tabletop built the mill, store, boarding-house, and a dozen other buildings there, at the same time setting gangs of men at work in the woods, chopping and logging to supply the mill. As fast as the land was cleared of its valuable timber it was sold to settlers, who made thriving farms, the soil being fertile and the region well watered. So vigorously was this work prosecuted that in its second year Whelpy was already a prosperous village, promising to develop into a future city, several small manufactures being already started.

The region was not entirely uninhabited when the furniture company purchased the tract. For half-a-dozen years one Peter Demar, commonly known as "Cranky Pete," and sometimes derisively called the "French muskrat," had occupied a forty-acre lot a mile and a half above the mill and village. This man was a French Canadian, of great muscular strength. He had a peering, suspicious face, was taciturn as an Indian, and believed to be of a dangerous and silently vindictive temper. He had acquired the sobriquet of "Cranky" because at times he put on the manner of a haughty French Canadian gentleman, and manifested an education and breeding superior to his position. Nobody knew his history. He lived with a quarter-bred Indian squaw for a wife, who was as garrulous as he was taciturn, and even lazier than himself.

From mud-nurtured clams who could predict a pearl? Yet the supposed only child of this unpromising pair was the neatest, prettiest, deftest, and brightest girl in all that region. She was nineteen years of age, so small as to be almost a dwarf, but a beautiful woman in miniature, with large blue eyes and shining yellow hair. Hence she was thought to be the daughter of a white woman, though her father never furnished any information concerning her birth, and sullenly resented inquiries as to his past. She had the wistful, innocent look of a child, but nature had gifted her with rare good taste, and a quick perception and acquirement of desirable accomplishments. Yet it was strange how she could have acquired, in the woods, her correctness of American and French speech, her ladylike deportment, and her many evidences of gentle though irregular education.

After the mill had been running some time, Cranky Pete obtained the position of night watchman for the company's buildings, an employment that suited his solitary habits and dislike of work. Up to this time Warren Tabletop had never seen Petite Demar (as she was named on account of her small size), or Pet Demar, as she was usually called, though she was well known in the settlement, and universally respected and admired.

Among mill hands and loggers are men of various nationalities and all sorts of characters, some of them sure to be evil. One dark evening shortly after Cranky Pete had taken the position of night watchman, Warren Table-

top was strolling in the wood just outside of the settlement clearing, when a small girl—a child he supposed—passed him, going along the road that ran by Pete Demar's shanty. She had passed him only a few rods when he heard her suddenly cry out. Turning, he saw dimly, through the evening gloom, two men leap from a covert and throw a coat over her head to muffle her cries, and then start to carry her into the bush. He instantly ran to the rescue. One of the villains, hearing his steps, turned to offer fight, while the other held the struggling girl. This was a sad mistake for them. Warren Tabletop had been the heavy-weight champion boxer and wrestler of his college. The guard and counter of the villain who faced him no more stopped his rush than a child's arm could arrest the fall of a sledge-hammer; and the rascal went down, stunned and motionless. Then he

caught the other scoundrel by the throat with so fell a grasp that his fingers almost buried themselves in the flesh. Whirling this miscreant across his muscular loins, he dashed him down upon the body of his fallen comrade, and beat and kicked them with a fury that might, perhaps, have soon proved fatal. But the girl pulled frantically at his coat, pleading with anxious terror:

"Oh, don't! Mr. Tabletop. Come away! Please stop! Don't murder them! Spare yourself from a crime!"

Reluctantly he permitted her to draw him away, half turning back once or twice, like a mastiff that yields surly obedience to a command to quit the throat of a throttled wolf, such is the generous rage the most odious of all villainies provokes in every chivalrous mind. The two walked some distance before he could master the anger that choked him. Then he said kindly to the girl, who was clinging to his sleeve, and sobbing softly as she pulled him along:

"There, don't cry, little one," touching her hair soothingly with his hand. "You are safe now. Let me carry you," stooping to lift her, and noticing how she trembled.

But she evaded him and answered softly, in a voice that he remarked, with some astonishment, was not at all childish:

"I am not frightened, Mr. Tabletop. You need not walk any farther with me. Thank you; oh, thank you!" She took his hand and kissed it, lightly as the touch of a rose leaf. "Please do not tell my father. He would kill them! Not in a fight, like you—he would hunt them like wolves. They would go into the woods, and never come out."

"Who is your father, little girl?"

"Why, don't you know? Peter Demar, your night watchman. He forgot to take his dinner-pail to the mill, and I carried it to him, and was going home, when—please don't tell him! Good-night, Mr. Tabletop."

"No, no, child—Miss Demar. Take my arm, please. I shall think you are vexed with me if you don't, because I mistook you for a child."



Lightly she touched his sleeve again; and so they walked to the gate before Cranky Pete's shanty. Here the girl again bade Warren good-night, giving his hand a gentle pressure of gratitude as they parted.

The next morning two of the worst of the woods gang were missing. They never returned to the village.

A week later the new village held its inaugural ball, celebrating the completion of a large wooden schoolhouse, one of the floors of which was cleared for the dancers. There was no lack of attractive girls at this gathering; but Pet Demar was undeniably the belle of the assembly. Small, beautifully formed, tastefully dressed, daintily charming in her manners, bright and frank in conversation but with a modest reserve, and a graceful dancer, she appeared a lovely child-woman—a fairy. Warren Tabletop was charmed, and paid her much attention. After this they frequently met in the store, at the mill, and in the street; and he always treated her with friendly and respectful regard. Sometimes he walked with her a little way.

Cranky Pete noticed these attentions to his daughter. At times he seemed pleased. At other times he seemed to resent them with cold sullenness. Warren Tabletop regarded this girl as a charming child. In his eyes she was bewitchingly suggestive of a lovable woman; but too small, innocent, and exquisite to be considered as really a woman, like other girls of her age. It pleased Pet to know that he admired her. He was the only real gentleman she had ever known. He was handsome, brave, trustworthy; and, as is often noticed in small people, she admired him still more because he was so big and strong. She was a mature woman, though so small; and mighty nature was as powerful in her as in larger women.

During the summer Warren Tabletop built a handsome house on the prettiest site in the village. Workmen from the city adorned it with hand-some fittings, and surrounded it with a lawn, park, stables, gravel walks, shrubbery, and all needed accessories. When it was finished, elegant





furniture, library, pictures, piano, carpets, and everything necessary for its furnishing were brought and duly placed. One evening Warren strolled out to look at it, and met Pet Demar coming from the mill. He stopped her to talk, and presently said:

"By and by, when it's all ready, I'm going to put in it the sweetest and prettiest little wife there will be in all Michigan."

He sighed happily, and then carelessly lifted the girl's chin with his finger, and kissed her, saying:

"That's for you to wish me good luck."

Then he walked on, in a happy revery, and did not notice how vividly the girl blushed, nor the tender light that shone in her eyes. He had never said a word to her of love or gallantry; but this kiss, she thought, was meant for a revelation of his intent and heart. So she went home filled with a divine but timid happiness, saying nothing to her father. It would be time enough for that when he should see fit to speak more plainly. Nevertheless her father noticed something in her over which he became crankily morose and watchful, with a silent jealousy that caused her some alarm, knowing the vengeful and crafty ferocity to which he was occasionally subject.

The house being completed, the dignified president of the furniture company, John Tabletop, appeared with his wife in a light carriage, drawn by a span of spirited trotters. But the sensation was the arrival of a handsome and stylish young lady, and her appearance on the village street riding a beautiful and costly bicycle. She wore a neatly-fitting suit of soft brown woolen, with hat, boots, and gloves to match. This costume was relieved by narrow braid of scarlet and gold, and a belt of gold. A tiny bouquet of fresh flowers was pinned to her bosom, a filmy lace scarf was knotted about her throat, and a scarlet ostrich feather floated from her hat, rippling in the air stirred by her motion. She was about the average height, rosy from healthful exercise, with a round and pliant figure, gracefully poised; and she sat and managed her delicately balancing wheel with the dexterity of an enchantress. The soil of the region all along the river was a lightly clayed gravel, and the broad-tired log and lumber trucks had beaten the new roads smooth and firm.

Now no more were Warren Tabletop and Pet Demar seen walking together. He treated the small French girl with his usual kindly courtesy when they met; but his spare time was spent with the new comer. He walked with her; he drove with her; he occupied his evenings singing with her at the piano; his eyes followed her, shining with admiration, when she pedaled her

At the re-  
welcomed by  
quaintance, pro-

noiseless wheel along the level road. ception given at the house, Pet Demar was this young lady as a particularly desired ac-  
cably because Warren had been praising her. Nevertheless she left the house heavy-  
hearted. She could not fail to see, now, how she had deceived herself. The city girl was the "little wife" he meant. Now she could see things in their true relations. These people were of different race and

religion than hers; a higher class. Fortunately she had not revealed herself to him; he would never know her foolish fondness; all that remained was to go away, bury her dream and hide her pain.

But it was hard to do. More than once, in passing the house in the evening, she lingered in the shadows of the trees, listening while Warren and his betrothed sang together; or watched him through the lighted window, bending fondly over her and turning the pages of the music while she played. Then she would go slowly home. Alas! for her there could be no such heaven in this world. Yet she was not envious—only patiently sad—she who had been a very fairy of joyousness.

Cranky Pete found his daughter thus listening. He was returning home for something he had forgotten. He at once understood her mood, and showed strong vexation. He also peered through the window and saw Warren bending, lover-like, over the fair musician. Then he led Pet a few rods homeward, and stopped to speak:

"Petite, child," he said, whispering hoarsely, "has this man been trifling with you? Has he spoken to you of love? or acted it?"

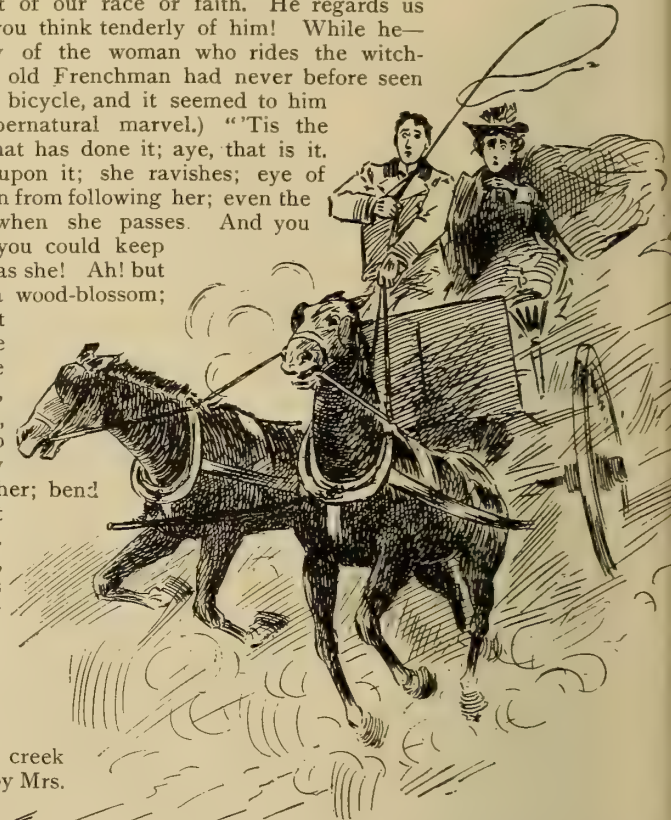
"No, father; never. He is the best man I ever knew. You must not think any ill of him. I am sad only because—because I did not understand their ways. It is all my own folly; he does not even guess it."

The Frenchman's eyes glared with a wolfish glitter. "Ah! so," he muttered, "I know their ways. Hear, child, what you must not repeat. I, your father—I, the 'old French muskrat'—the mill hand—the Canuck vagabond—I was once a gentilhomme! It was long ago, in Canada. I know the hearts of the rich and the learned. Why I fled to the woods to become what I am you need not know. But let him beware how he amuses himself with the old Frenchman's child! The old French muskrat can bite in the dark. You, too, are a lady—better born than she. Your mother was—but you need not know. For this have I taught you language, manners, to walk, to dance, to speak, to dress, in the hope that some day, perhaps, you may take your true place, and be a lady. If any one should offer you wrong, I will kill him like a wolf!"

"No one has, father. You must not think so. He is my friend—my best friend. He is good. You shall not think ill of him!"

"He is not of our race or faith. He regards us lightly. And you think tenderly of him! While he—he thinks only of the woman who rides the witch-wagon." (The old Frenchman had never before seen nor heard of a bicycle, and it seemed to him an almost supernatural marvel.) "'Tis the witch-wagon that has done it; aye, that is it. She enchants upon it; she ravishes; eye of man can not turn from following her; even the women sigh when she passes. And you dreamed that you could keep him from such as she! Ah! but you are only a wood-blossom; you know not what roses there are in the world. Well, well; go home, child; pray to the Virgin; say naught to mother; bend up your heart to forget him. To forget—aye, to forget—'tis the one consoler of life—to forget. Why cannot I?"

Late in October Miss Laura was riding on the creek road, followed by Mrs. Tabletop in her light carriage,



drawn by the trotters. Where the road descended to the creek bottom the narrow way was dug into the

side hill, with a row of logs along its downhill side for a guard. From these logs there was a sheer fall of a dozen feet; then the ground sloped steeply, studded with

trees, to the creek bottom. Here Laura met Pet Demar, carrying a pretty little basket filled with red wintergreen berries, and stopped her wheel to speak with the girl. Just as she was dismounting, a cow with a clanging bell broke from the bushes at the top of the hill, close to the carriage, and the fiery trotters, in a real or pretended panic, dashed wildly down the steep and narrow road. Laura drew herself and wheel against the bank, on the upper side of the road, and stood trembling; but Pet coolly faced and watched the plunging horses as they flung their heads, fighting against the strong pull with which their driver tried to control them. When within a rod of the girls, suddenly the maddened beasts swerved directly toward them. Laura cried out and cowered from the impending death. But as the rearing horses, jerked powerfully back by their driver, flung their forefeet in the air above the shrinking girls, Pet, who had keenly watched every motion, pushed Laura, with a strength unlooked for in so small a person, clear across the road, out of danger, checking her with a backward pull upon the brink of the dangerous fall over the outer guard logs. In this effort she stumbled—perhaps Laura's weight was too great for her strength. She slid over the guard log, catching at it with one hand, tearing away a bit of loose bark, and fell some eight feet, striking heavily upon the top of a stump. Thence she rolled twenty feet farther down the steep, until stopped by bushes.

Her quick presence of mind had saved the others. The team, swerving still farther from her leap, plunged against the side hill and stopped, snorting. Laura staggered and stood unhurt. Her wheel, lying against the bank, was untouched. Mrs. Tabletop, who had lost neither her wits nor her energies, alighted from the carriage, took the whip from the driver, caught the horses by their heads, and said to the driver and Laura:

"Climb down and bring up the girl. Quick! and be careful. Whoa, pets," caressing the muzzles of the trotters with her gloved hand; whereat, remembering lumps of sugar, they ceased trampling, and nibbled with their lips at her fingers.



Going a few rods down the road, Laura and the driver found a place where they could descend easily. Pet lay insensible, but breathing. Very carefully they carried her up to the road, and lifted her into the carriage. The team was skillfully turned about, and driven rapidly to the house. Warren, seeing them pass, ran after them, and himself drove the trotters after a doctor.

Perhaps because she was so small and light, perhaps because she struck the stump with the middle of her body, face down, no bones were broken; but the unfortunate girl suffered painfully from internal injuries. She revived and spoke long before the doctor arrived. After a long examination he reported that he thought there were no fatal injuries. It was too early to speak confidently. "If—" and "if—" and "if—," he should hope to have her about again in a month.

So she laid there, nursed with the greatest care and kindness, for three weeks. Then it was found that she did not mend as she ought; something fretted her. She wanted to go home. The doctor said that perhaps she had better go; it would ease her mind, and she could be nearly as well cared for. They could send whatever they chose to the shanty. Besides, Laura's return to the city could not be postponed any longer; she must go home to prepare for the wedding.

Pet had lain there, seeing and hearing daily the endearments between Warren and his betrothed, until she could bear it no longer. She imagined that Warren and Laura could read her heart in her face. She dreaded lest her secret should escape to the ears of her watchers in the mutterings of her sick slumbers. She distrusted the tones of her voice, the light of her eyes, when he came in to see her, trying to cheer her with his kindly talk. The constant strain of watchfulness and repression hindered her recovery. Would she recover? The doctor said yes; she thought no. There was something deadly wrong inside. She could not locate it; but she felt it sapping her vitality, little by little, with slowly increasing rapidity, notwithstanding that her strength and health seemed to be returning. Worse—the desire of life was going. Instead of eager looking for the time when she should be well again, she brooded over a longing for oblivious rest. Oh! if she could sleep forever—sleep and not dream! She began to feel like her father, that the one consoler of life is to forget.

So they took her home. The same day Laura, after bidding her a tender, "Good-by, darling, till I come back, next month, to live in Whelpy," went away to the city. Warren and his mother came to see her daily until a month later, when they, too, went to the city to bring home his bride. They left her able to move about the house a little, and surrounded with every comfort and care possible in such a situation. Her stepmother, like many women of part Indian blood, was an excellent nurse, familiar with many simple remedies.

Cranky Pete lost no time at the mill. Some of the men said that he thought more of his wages than of his daughter. Others noticed how thin and worn he looked and thought he had not slept for a month, watching at night and nursing his girl by day. Thereupon some who wanted his place tried to catch him asleep in watch hours; but they found him always alert. The peering, suspicious look deepened in his face. He became more taciturn, seeming to fear that if he trusted himself to talk he might reveal some secret. At home he talked with Pet while her mother was sleeping. He had got into his brain a fixed idea that Warren and Laura were the cause of Pet's suffering. But they must not be harmed, because she loved them. They did not mean it; it was fate and the witch-wagon. Perhaps, some time, he could punish them, but not now. The doctor said she was getting well; but he knew that she was dying. Dying, and he could not avenge her! At the settlement he was all eyes and ears, watching everybody. It was lucky that all spoke of Pet with kind respect, and no jeering wit so much as hinted at coupling her name with "the boss."

The girl gained in color and strength. Soon she could take little walks, and she no longer needed nursing. Only, at intervals, she was attacked by sharp pains that she could not precisely locate. Returning strength did not bring life, nor the love of life. She still felt that strange longing for rest and forgetfulness. But the doctor, unable to find any definitely located soreness that was sensible to touch, made light of her strange sensations. He had no medicine in his pharmacy for a diseased fancy.

President Tabletop and his wife came again in December. With the servants, they prepared the house for the bridal reception. Warren and his bride arrived in the morning, and the reception took place in the evening.

An early snow lay in the woods. The weather was cold and blustering. Being so busy, none of the family had called at the Demar shanty for several days. But doubtless all was well for Cranky Pete was regularly at the mill, and the last report was that Pet was nearly well, except those occasional dreadful internal pains.

When the lights were gleaming from the windows most brilliantly; when the guests were jolliest and the music loudest; when the bride and

bridegroom were standing under a canopy of flowers, beside a table loaded with wedding gifts, chatting gayly with their friends, the front door was flung rudely open. There was a cry of surprise in the hall, and Cranky Pete stalked through the thronged rooms, bearing balanced upon his head a broad, short plank, upon which was tied a strange bundle, covered by a white cloth. Something wild in his appearance made the guests and servants shrink as he passed. He confronted the bridal couple, cleared a space on the table with a sweep of his arm, and sat down the plank. Staring with fierce eyes into the faces of the startled pair, he said with intense bitterness:

"Monsieur and madame, this is *my* wedding gift. Behold!"

He swept away the covering cloth. There was a shriek of dismay from the women, a cry from the men. All recoiled, pushing each other back. The bride sank into a chair, shuddering. Several women fainted. Warren alone kept his place. His face flushed darkly red, then paled to his very throat.

Bound to the plank lay the beautiful body of little Pet Demar. She was garbed in her pretty ball dress. Her small white hands lay crossed upon her white bosom, clasping a silver crucifix. A spray of evergreen was heaped about her yellow hair. The peace of God lay upon her. She was asleep now—a sleep without dreams.

Reverently and tenderly Warren Tabletop bent and kissed that pale sweet face. He drew Laura to the table, and she also kissed the dead girl, weeping. Then Warren laid his hand gently, but with firm authority, upon the arm of Cranky Pete, and drew him away, saying softly that he must leave her with the women; they would take care of her. (He had long

suspected that the old Frenchman was insane, now it was certain.) So he got the old man into a closed room, and induced him to drink a strong opiate and prepare for bed. But before the old man could be retired, this came out of his mutterings:

"I killed the other one. Scalerat! he broke her mother's heart. That was long ago, in Canada; and I had almost learned how to forget it. If I killed you, it would take more years to forget, and I am growing old. Besides, she told me that she loved you, and I must not harm you. And it was the witch-wagon that did it—not your heart. Soh! I am tired; I would lie down and forget myself!"

The first white shaft in the Whelpy cemetery has carved upon one of its sides a broken lily, with the inscription: "Petite Demar, aged nineteen years. Died December 20, 1891." Below was the tender double-languaged pun: "Pet au Dieu—God's Pet."

She died almost in a moment, in one of her strange attacks of pain, of sudden internal hemorrhage.

In one of the state asylums is an old French Canadian who has lost his memory; he remembers no event that is more than a month old. He has found the consoler of life—to forget—and is happy.

## SADIE.

SADIE.

It is no wonder that the bicycle riders of Chicago forsook the "Rag Shop" for another restaurant when by doing so they could get Sadie to wait on them.

Sadie Schaffner is her name, but no one ever thinks of calling her anything but Sadie, and Sadie knows her business, and knows that if she does not bring on their dinner quite as quickly as the cyclists would like, they will find but little fault.

"No, Bob, you don't want that," she will say; "it isn't very good today; but the venison steak is fine. All right? Chocolate, I suppose? Yes, in a minute."

Every one likes to tease Sadie, but she takes it all in good part, for she knows that no one means any harm. A glance at Sadie's likeness on this page will explain why she is such a favorite.

Yet Sadie has a mind of her own, and woe to the one who presumes too much on her good nature. She will, all too quickly for his comfort, give him to understand that there is a limit to even her good nature; and until that one has shown his contriteness he had better forsake the cyclists' table, for he is sure to be the last one served, and to get no very choice meal at that. But he gets little sympathy from his comrades, for they know that Sadie's good nature will bear a great deal, and that he who angers her has indeed gone too far. His only course is to show his contriteness by continued exemplary conduct, a course which will result in his being reinstated in favor and permit him again to share the smiles of the fair Sadie.

Fair, did we say? Yes, more than fair. The cut which adorns this page shows the damsel's features as they are, but no black and white can portray the fresh, rosy glow of health or the saucy eyes of the autocrat of the cyclists' table at Winter's.

The French have an invention for scaring dogs. It consists of a fire-cracker in two parts. By pulling it the fuse is lighted and the cracker can be thrown at the dog.







W. C. SANGER.









By (CHARLES) PEREZ MURPHY.

GORDON was one of the institutions of Unionville. Her handsome old-fashioned house stood at the extreme eastern end of the long straggling village, and had stood there, unchanged, for nearly a hundred years. Certain very old people, growing fewer as year followed year, professed to remember a time when Mrs. Gordon's father had been master of the big stone house, and Mrs. Gordon, a young widow, with an only daughter, had done the honors of his home. But staid middle-aged people, the fathers and mothers of young men and women, had grown up, as it were, in the shadow of Mrs. Gordon's strong personality. As for the young people, Mrs. Gordon was to them one of the few things that did not change. Since their earliest recollection, a handsome aged face had looked out from the glass doors of the Gordon carriage, and a stately black-robed figure had occupied, each Sunday, the Gordon pew in the old Presbyterian church.

Mrs. Gordon was a strong-minded and capable woman, and Mrs. Gordon was fabulously rich; her father had been a well-to-do gentleman, but real estate that he had owned, west and east, had so risen in value that his daughter was, in her extreme age, more wealthy than many who, in great cities, and in fashion's foremost ranks, contend for social prestige and supremacy.

Many changes had come to Mrs. Gordon; her father's death had been followed, all too soon, by that of her daughter Mary; who had left an only child; also called Mary; this second Mary had drooped and died, and had left behind her an only son, the darling of Mrs. Gordon's old age, her great-grandson Harry. Harry was now a lad of twelve, his grandmother's idol, and the heir of the Gordon estates.

Mrs. Gordon, well past her eightieth year, was not a progressive woman; she admitted as much. "I belong to a past generation," she would say deprecatingly; "my ways are not modern ways, and I know it; still, it seems to me that the old ways are very good." And, being independent of every one, she followed her own old ways. She loved her great-grandson with an affection that was almost idolatry; but even with him she was sometimes severe, just as her own great-grandmother might have been with her.

"Harry is young," she would say to young Doctor Hudson, "and he must have the pastimes of youth; he may play at ball, for all boys, in all ages, have loved to play at ball; and he may ride our horses, for my father and I, and his grandmother and his mother before him, have all ridden horses; but let him refrain from amusements which are utterly foolish and nonsensical. Of course I should get him a bi-cy-cle, if I thought best" (Mrs. Gordon pronounced the word slowly, and as if it belonged to a foreign tongue); "but I do not think best, and I never shall think best; so I have told my grandson that he can never have a bi-cy-cle—never," and Mrs. Gordon settled back in her cushioned chair, and smiled as only those whose power is absolute and undisputed can smile. "I have forbidden Harry," she added, "ever to mention the subject to me again."

"But, my dear madam!" Doctor Hudson would rejoin, with the utmost politeness, "you should remember that cycling is a most healthful exercise."

"Exercise!" she exclaimed scornfully; "my grandson has legs to run with, and a wise Providence intended that boys should run; and he can row his boat upon the pond, and swim in the creek, and ride his pony all about; if he still needs exercise, he can climb trees, as boys are fond of doing; or, as a last resort, I could even suggest some useful labor, which mere novelty might render attractive. No, Tom Hudson, you can not persuade me that a bi-cy-cle is at all essential to my grandson's health and happiness. I am not intentionally severe, but I consider your fondness for these absurd machines the weakest point in your character. What do you think I saw the other day? A young woman rode a bi-cy-cle past my very door; it was in broad daylight, otherwise I should not have believed the evidence of my eyes." Old as I am, I blushed for her, for I understood that she was making a tour through the country, in company with her husband. Imagine me prancing through the village, between two carriage-wheels, and with my cane laid across my lap and my cap-ribbons flying." Here Mrs. Gordon sat up very straight, and looked sarcastically down at Doctor Hudson, who was sitting upon the steps of her front piazza, while his bicycle leaned against a tree a little way off.

Mrs. Gordon had a very sincere regard for Tom Hudson, which she manifested by inviting him to dinner about four times a year, and taking him severely in hand between times on account of his imperfections.

"I am older than you are, Tom," she would remark sententiously, "as you may realize when I mention that I was at your grandmother's wedding. You're a well-meaning fellow, but you'll know more when you're older." (Tom Hudson was twenty-six years old, and Mrs. Gordon was eighty-seven.) "I

expect my niece, my nephew's daughter, tomorrow night," Mrs. Gordon continued, "and I want you to call and see her; only, you must leave that thing at home. Jane Gordon is a sensible girl, and I don't wish her to be prejudiced, at the outset, against your mother's son; and she certainly would be, if she saw you galivanting around on those wheels. Your mother and Jane Gordon's father were in love with each other when she was seventeen and he eighteen; that is, they thought they were in love, which was just as bad as if they really had been. Why! they had their plans all laid to run away and be married, but I found it out, and put a stop to it. Suppose I hadn't interfered? Where would you have been about now, Tom Hudson? Not rampaging around the country on a pair of buggy-wheels, you may depend."

It was the third morning of Miss Jennie Gordon's visit that Doctor Hudson walked up the path leading from the street to Mrs. Gordon's front door. An old summerhouse, overrun, with vines, stood a little west of the house, and a sound of voices and laughter directed the young man's steps to the spot. The vine-wreathed doorway framed a pretty picture. A slender girlish figure, draped in the ample folds of a pale-blue morning-dress, sat upon a rustic bench just inside; a mass of light-brown hair, carelessly arranged, shaded a pretty flower-like face, and two small twinkling hands were rapidly winding a skein of snow-white worsted. Harry Brent Gordon, or Harry Gordon, as he was generally called, a sturdy, well-grown boy of twelve, held the skein on his outstretched hands, and his fair Saxon face was alive with fun and mischief as he looked up into his cousin's face.

"I'm in terror of my life, Harry," Miss Gordon was saying as Doctor Hudson approached; "suppose she should go out there one of these fine days?"

"She hasn't been out there in years," replied Harry, "and—" Here Doctor Hudson appeared in the doorway. "Oh, Tom!" exclaimed the boy, in delighted though slightly embarrassed hospitality, "hello! I mean, come right in and take a chair—a seat, I should say; Tom, this is my cousin Jennie—I mean Miss Jennie Gordon; this is my particular friend Doctor Hudson, the fellow that rides the bicycle." In performing this extraordinary introduction Harry had sprung to his feet, and was now waving the skein of worsted first at one and then at the other.

Doctor Hudson flushed slightly, and bowed low; but Miss Gordon, also rising, laughed merrily, and held out her hand with the graceful ease of a girl born and bred in the best society.

"I think we may consider ourselves introduced," she said cordially, "and



perhaps, Harry, Doctor Hudson will be able to advise us in our present difficulty." Doctor Hudson declared that he should be only too happy, if he were capable of advising, and Miss Gordon, resuming her seat and her worsted, entered at once upon the subject of her anxiety.

"You see, Doctor Hudson, that we're in an awful scrape, Harry and I. Cycling is my mania. I knew nothing of my aunt's prejudices—how should I?—and so I brought my wheel along with me."

"Such a beauty!" exclaimed Harry; "all the latest improvements, and no end of nickel-plate."

"Harry met me at the train," continued Miss Gordon, "and told me how



my aunt felt on the subject of bicycles; so we agreed to say nothing about my having one, and Harry went back to the station that very night and brought the wheel home, and we hid it in a little room in the carriage-house. Aunt entertained us at breakfast this morning with a discourse on cycling; she said that no man of any sense, and no girl of any decency, would be guilty of riding such a ridiculous thing; and Harry and I felt as if we had been stealing sheep, as you may readily imagine. And now I'm in perfect misery for fear Aunt Gordon will find out about my wheel; I hate deception, but what am I to do? I'm sure I was never placed in such an awkward position before."

But despite her evident anxiety, Miss Gordon laughed at the extreme absurdity of the situation; Tom Hudson laughed too, and reassured her regarding the safety of the hiding place and the trustworthiness of James, the coachman. James was in a fair way to make a good thing out of that hidden bicycle. Doctor Hudson wandered around to the barn presently, inspected the wheel, and left a dollar in the coachman's keeping; and he had already been separately remembered by Miss Gordon and Harry.

The pleasant summer days followed each other, and grew into weeks, as days have a habit of doing. Jennie Gordon's visit was drawing to a close,

and Tom Hudson's visits to the stone house increased in frequency and in length. The pretty cottage in which the doctor lived stood at the extreme western end of the village, nearly a mile from Mrs. Gordon's, but there were few days in which he did not find time to call at the stone house. Mrs. Gordon seemed this summer to have taken a new lease of life, and her ancient enemy, the rheumatism, had succumbed to sunshine and out-of-door exercise; Mrs. Gordon had discarded her cane, sat for hours at a time under the trees in her front yard, and rode out nearly every day. Her unusual activity rather

alarmed her niece and Harry, for who could say how soon she might feel inclined to inspect the outbuildings, including the carriage-house? Miss Gordon's wheel still occupied the darkest corner of the harness-room, and was further concealed by two horse blankets. Harry and his cousin visited the spot almost daily, and James was a retainer to lean upon.

It was two o'clock, and Doctor Hudson, sitting in his office at home, was preparing to set out on his afternoon round of visits when a most unexpected and startling event quite upset his plans for the rest of the day. There was a skurry of wheels on the gravel driveway just outside, followed by a rush of light feet up the steps. Then the office door was flung wide open, and Miss Jennie Gordon rushed wildly into the room. Doctor Hudson sprang to his feet. "Jennie!" he cried; "Miss Gordon, you are hurt, you are bleeding!" for Jennie's face was white with terror, and her muslin dress was streaked and stained with blood.

"No! no!" she gasped; "it's Harry! He fell out of the hayloft—he fell on a scythe and cut his leg most off—he's bleeding to death—I laid him down on the grass, and pulled off his clothes—and I bound his leg up tight with the end of the clothes line—oh, do hurry! Auntie's there with him, and Bridget and Hannah. James had just taken the horses to be shod. Oh! it was a big artery that he cut—the blood spurted all over—and I couldn't think whether I ought to bind his leg above the wound or below it—so I bound it in both places—I tied the clothes line as tight as I could—but it bleeds some yet. Oh! aren't you ready?"

Doctor Hudson had snatched a pocket case of instruments, and a few other things, and started for the door; Miss Gordon followed.

"I ran to the carriage-house," she explained, "and got my wheel, and started right off; I told auntie I was going for you, but she was so frightened and bewildered that I don't think she understood me, or even noticed when I went flying out of the yard."

Gathering her dress about her, Miss Gordon seized her wheel with a practiced hand, and sprang lightly into the saddle. Doctor Hudson's bicycle stood in front of the house, and in a moment the two were spinning, side by side, over the smooth, level road. The village people, lately petrified by the spectacle of a bareheaded girl, with streaming, blood-stained draperies, who had whirled past them some ten minutes before, now stopped short and gazed in wonder at the young girl and the young doctor, as the two wheels spun down the road and swept through the open gates of the Gordon drive.

Harry lay on the ground under a small plum tree, just back of the house. By his side, and holding one of his hands in both her own, knelt Mrs. Gordon; her lace cap had fallen off, her black satin dress was stained with

blood, and she was watching, with a look of helpless agony, the blood which still trickled slowly from the gaping wound in the boy's thigh. Bridget the cook was crouched upon the ground near by, alternately lamenting and addressing fragmentary prayers to the saints; Hannah the house-maid knelt on the other side of Harry, and was holding a glass of wine to his lips. The poor boy was faint from loss of blood, and his fair Saxon face under the curling blonde hair was fearfully pale.

"I told him not to stir hand or foot," exclaimed Miss Gordon as she rushed to his side, accompanied by the doctor, "and I don't think he has."

At the sound of his cousin's voice Harry turned suddenly; the movement displaced Jennie's improvised tourniquet, and the red arterial blood spurted out afresh. Mrs. Gordon uttered a low cry of terror, and Bridget wailed dismally.

To check the flow of blood, to administer a strong brandy sling to the nearly fainting boy, to tie the artery and dress the wound—how rapidly and easily all this was accomplished under Tom Hudson's skillful hands! Then a liberal allowance of the brandy was given to poor Mrs. Gordon,—whose nerves were sadly unstrung,—and when all was done she was led into the house by her niece and Hannah. Then Tom Hudson raised Harry in his strong arms and carried him to his room.

"Poor, dear boy!" whispered Jennie Gordon, as she stole softly in, after he had been carefully undressed and laid in bed; "he's pretty near dead, isn't he?" "He's pretty near drunk," replied Tom Hudson composedly; "he wasn't as near dead as we thought, and I gave him more brandy than was really necessary. However, he will go to sleep presently, and will be all right in a few days; your clothesline and your bicycle together saved his life, Jennie."

Jennie had certainly been the heroine of the occasion, but now that the danger was over, she leaned her head against the casing of the door and began to cry softly. Tom Hudson pitied her, no doubt, for he came to her side and put his arm around her to support her, and Jennie, poor girl! was so much agitated that it was several minutes before she even noticed him.

It was two days after Harry's accident, and Mrs. Gordon was sitting with her niece under the trees on the lawn. Harry, still rather weak, but gaining rapidly, lay in a hammock near by, and was supposed to be asleep. "I consider it a special providence, Jane," Mrs. Gordon was saying, "that you were moved to bring that bi-cy-cle with you to my house, and that a proper and delicate consideration for my supposed wishes led you to place it where it was within instant reach in time of need. I admit," she continued, with an air of judicial impartiality, "that I had felt a slight prejudice against the use of these 'wheels,' as you very appropriately term them. Tom Hudson used to ride down here on his wheels, and I have sometimes laughed at him, in a friendly way, on account of his fondness for that particular form of exercise. Harry has often wished for some wheels, but I have hesitated, somewhat, about getting them; it is possible, Jane, that I may have admitted to you that I had not really made up my mind with regard to the matter!"

"No, dear aunt," replied Jennie demurely, "I don't think you ever admitted anything of the kind."

"Well! I am an old woman," continued Mrs. Gordon, "and old people do not readily adopt new fashions and new ideas; but I am a religious woman, and in what occurred the other day I clearly discern the hand of Providence. If those wheels of yours had not been at hand, my poor boy would have bled to death before help arrived. Jane, I consider Tom Hudson a very excellent young man, and I am pleased to observe that his attentions have not displeased you." Here Mrs. Gordon lowered her voice, and glanced toward the hammock; but Harry's heavy breathing reassured her.

"No, auntie," answered Jennie, blushing vividly; "in fact, he—he has asked me to—to be his wife, and I told him that I—that perhaps—I would—some day."

"In fact, my dear," said Mrs. Gordon placidly, "you gave him so much encouragement that he has gone to the city today to get an engagement ring; is it not so?" Jennie nodded her head, and blushed violently. "And I told him," proceeded Mrs. Gordon, changing the subject, "that he might select a pair of wheels for Harry, and have them sent out by express."

Here Harry sprang up so suddenly that he pitched sideways, fell, and landed, sprawling, at Mrs. Gordon's feet.

"Oh, grandma!" he cried, "did you, really?"

"Oh, you dreadful boy!" exclaimed Jennie, helping him up; "did you hear what we were saying?"

"Every word," responded the truthful Harry; "and oh! ain't it just too rich for any use? I shall have a bicycle after all."

"After all!" repeated his grandmother severely. "Do hear him, Jane! He never had a wish ungratified in his life,—that is, I never refuse him anything that is proper and reasonable,—and now he makes all this fuss over a pair of wheels! Isn't it strange?"

#### The Influence of the Wheel.

It is strange but true that as soon as a man becomes an enthusiastic wheelman he also becomes interested in all other kinds of invigorating and pleasant outdoor sports. The wheel seems to carry a healthful influence in its make-up.







GEO. C. SMITH.





LENNING

F. HOWARD TUTTLE.



## THE FIRST BICYCLE IN MAINE.

BY EDWARD H. ELWELL, JR.

It was in the spring of 1878 that a young Englishman named Collier came to Portland, Me., and found employment in a hairdressing establishment. He came from Coventry, the center of bicycle manufacture in England then as now, and he brought with him a bicycle. It was a crude affair compared to the modern machines, but to Portland people it was not only a novelty but a marvel of mechanical skill. So far as I can ascertain it was the first bicycle ever brought into Maine, and it was only two years before that the first bicycles were shown in this country at the Centennial Exposition at Philadelphia.

This fascinating English improvement upon the old velocipede created much interest in Portland, although it was so faulty in construction that the pleasure of riding it was marred by ever-recurring breaks. The wheel was of course of the old "ordinary" type. It was a forty-eight inch "Excelsior," so called. Hollow rims were not invented when it was made. Its rims were solid, and were made so small, in order to save weight, that the groove was too shallow and the tire would not remain in it with any degree of constancy. Of course there was no such thing as a ball bearing then or a tangent spoke, and the saddle was placed so far forward that a "header" resulted upon the slightest provocation.

Collier did not ride the bicycle very much himself, but it was ridden a great deal by many young men in the city, and the owner was soon realizing quite a little income from renting it by the hour.

Among those especially interested in this queer machine were two brothers, Messrs. J. H. and C. H. Lamson, photographer and jeweler respectively. They were not among the first enthusiasts, but that winter they both became convinced that the use of the bicycle would be beneficial to C. H. Lamson's health, and so after long deliberation as to the advisability of investing so much money in such an uncertain plaything, they bought the bicycle for \$35.

They then secured the use of an unused floor in one of the large wholesale blocks and undertook to learn to ride. It was a whole week before either of them succeeded in mounting to the saddle without assistance. After two or three days spent in holding it for each other, and then two or three days spent in acquiring the ability to stand on the step when the wheel was in motion, C. H. Lamson at last plucked up courage enough to slide into the saddle unassisted. He didn't stay there very long the first time, but the mastery of the bicycle was soon acquired. The next spring C. H. Lamson purchased his brother's half-interest in the wheel and the latter ordered a new one from Boston—of English make, of course.

We will now follow the cycling career of C. H. Lamson, and return to that of the bicycle later. He was not only the first Maine man to own a bicycle, but he has been a leader in cycling circles ever since. He immediately took a great interest in the new sport, not only because he enjoyed it himself, but because he was shrewd enough to perceive, as few others did, the surety of the future growth of cycling. In 1880 he took a bicycle agency, the first one in the state, and has had one or more agencies ever since. That same year the L. A. W. was formed, and he became one of the first members, his League number being thirteen. Charles E. Pratt, the first president, nominated him to be one of the first two directors for Maine. The other director was R. A. Fairfield, of Biddeford. The office of chief consul soon replaced that of the two directors.

The first L. A. W. badge or pin, was designed by Joseph Pennell, now famous as one of the leading pen-and-ink sketch artists in Europe, and A. S. Parsons, of Cambridgeport. It was a clumsy affair, despite the artistic genius that one of its designers has since developed, and in 1881, after only a year's use, a meeting was called to consider a design for a new pin. President Pratt suggested that Director Lamson, of Maine, since he was a jeweler, be intrusted with the designing of the new pin. The result was the singularly appropriate and tastefully executed little gold wheel that is now the L. A. W. badge. Until 1889 Mr. Lamson supplied all of the pins in use in the country, but in that year his patent expired, and others have since manufactured them.

In 1881 Mr. Lamson opened a riding school in Portland, and the same

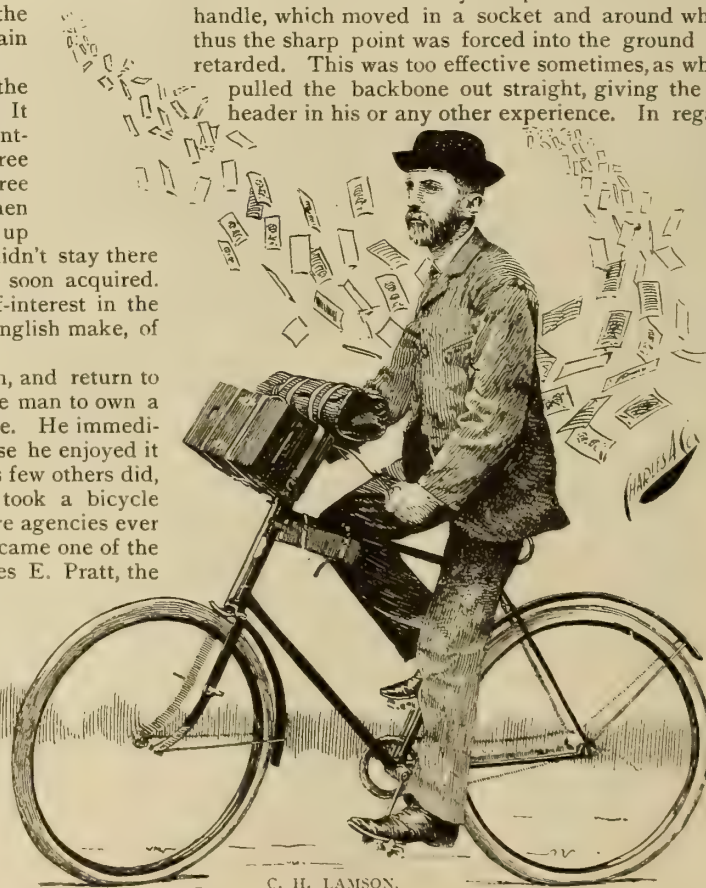
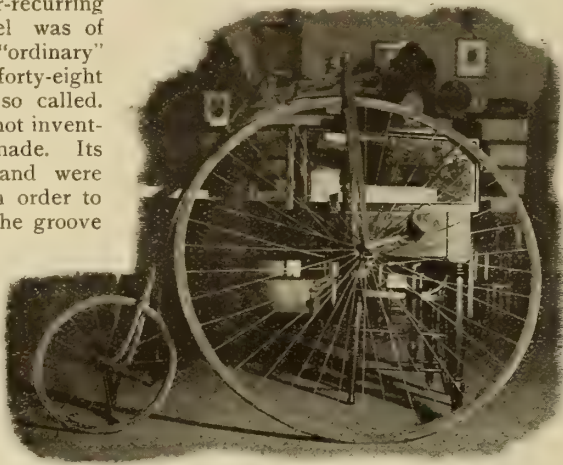
year took the Columbia agency. Many of the first cyclists in Maine took their first headers in that riding school. It was a place of great fascination for the young men of that city, and the new riders were always certain to display the most diverse abilities in learning to ride as well as in tumbling about in wholly original ways. The writer remembers one evening at the school when his two older brothers mounted bicycles for the first time. One of them, to the surprise of everybody, himself included, climbed into the saddle at the first attempt, and rode once around the hall without falling, and as steadily as a veteran; the other, who had always excelled in other sports, could scarcely stay on the bicycle when it was held for him, and could no more ride ten feet alone than he could fly. Lamson has invented several appliances and devices for bicycles, among them a cyclometer, but the most successful has been his luggage carrier, of which he manufactures a large number annually. He has always done more or less riding since his initial attempt, fifteen years ago. He was a member of most of F. A. Elwell's early bicycle tours in Maine and New Brunswick and accompanied him on one of his winter tours to the Bermuda Islands.

But to return to the first bicycle in Maine. It was about a year ago that the writer, in conversation with Mr. Lamson, learned that he had been the owner of that ancient machine, but had not the least idea of its whereabouts. He had sold it after the first year of ownership to Edward H. York for \$35. Mr. York sold it to George B. Charleton, who owned it for two years. He paid \$50 for it. It was weaker than ever by that time and continually breaking. During the first year he received \$33 from renting it; but soon after it collapsed almost totally and he neglected it for six or seven months. Then he sold it for \$15 to a young machinist named Levi, who repaired it and rode it, but soon sold it to Edwin D. Reynolds, its present owner, for \$25. It was in the possession of the latter that the writer found it. He had not touched it or scarcely thought of it for eight years. He led the way to a little old shed in the rear of his store, and there in a cobwebby corner, on a pile of rubbish, where it had stood undisturbed for eight years, was the bicycle that is shown in the illustration, and is now an interesting relic in the rooms of the Maine Historical Society, in the city of Portland. It is not exactly the same bicycle that came across the Atlantic fifteen years ago from Coventry. The brass spokes were made in Portland; so also was the backbone, which is number three. But the rims, tires, hubs, handles, pedals, and saddle are the original English handiwork. Where the saddle-spring joins the backbone there is a revolving spool of wood, and over this, when the wheel first came from Europe, a cord ran, connecting with the handle at the upper end and with the queerest contrivance at the lower end that ever caused the inventive Yankee to laugh with scorn. Around the little wheel was an oval wire frame placed horizontally and connected at the hubs so that it could swing up and down. The cord connected with the end next the large wheel, and a sharp point extended downward from the other end. When the cyclist put on brakes he simply twisted the right handle, which moved in a socket and around which the cord was wound; thus the sharp point was forced into the ground and the cyclist's progress retarded. This was too effective sometimes, as when it caught in a root and pulled the backbone out straight, giving the rider the most elaborate header in his or any other experience. In regard to the explanation of the origin of such a preposterous contrivance we will leave the reader to conjecture.

### The Tandem Safety in England.

The tandem safety is an American invention and has been popular in this country for years; but in England it found but little favor until the season just past, when the Britons suddenly discovered its advantages in pacemaking and immediately set about building the two-seated machine. It is used almost exclusively by men in that country and not by lovelorn wheelmen to take their "best girls" out riding as the tandem tricycle is utilized for that purpose.

Our poor roads are sufficient reason for this latter type of machine finding little favor here but it does not explain why the geared ordinary, which is very largely used across the pond, should be practically unknown here. Had the tandem safety been an English invention and the front driver a Yankee one the positions of the two machines would probably be reversed.

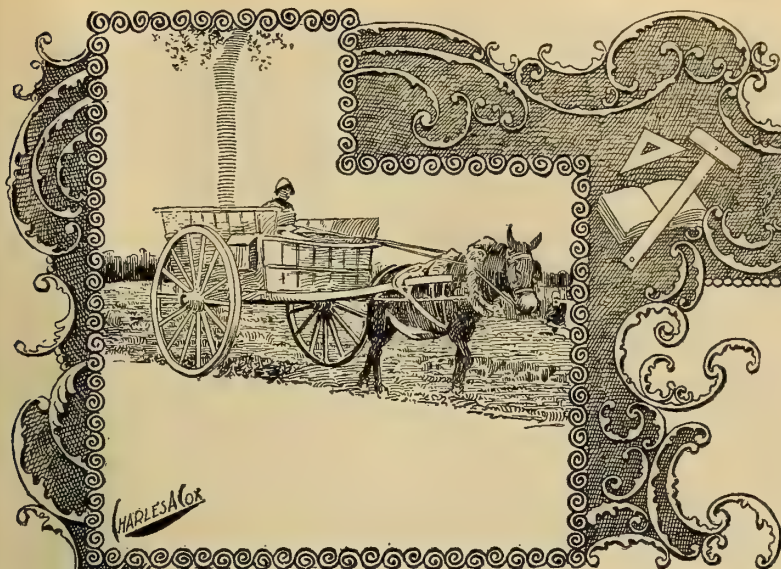


C. H. LAMSON.



# (CYCLING ARCHITECTS) "FRANCE"

BY EDWARD M. ELWELL, JR.



**A**T LAST we entered the English channel, and our ocean journey was nearly at an end. We shall all possibly forget many of the first impressions that came to us on our maiden voyage—the first realization of ocean immensity, when for days and days of rapid progress the horizon remained unbroken; the first thrill of excitement at the graceful leaps of the porpoises or the majestic bulk of the whale—but none of us will ever cease to remember the strange exultation that came to us from the eastern horizon with the first glimpse of the old world. How greedily did our straining vision devour the white cliffs of England, beneath which we sailed from morn till set of sun. They seemed as if they must be older than New England's granite hills; and the smooth farms on top of them, with every inch agriculturally burnished, looked ancient compared to our rough fields and pastures. In short, the land seemed old and so did the French fishing-boats, with their queer-shaped red and yellow sails, and odd, outlandish contour. And as we neared the French coast at Boulogne and gazed and gazed at the quaint, delightful harmony of the red-tiled roofs and soft gray walls and vivid green grass, with a veritable old wind-mill in the distance, the very atmosphere seemed softened

and mellowed by age, and the old world had become a reality.

It was early morning of August 9, 1892, when our steamer dropped anchor off the port of Boulogne and the little steam-lighter drew up alongside to take off the passengers and baggage, for no ocean monster can lie at the docks of the little city that nestles in the valley between the high bluffs through which the little river flows to the sea. As we entered the protection of the long stone jetty that guards the mouth of the river, and glided between the high stone quays that line the backs of the latter, the whole beauty of the quaint old seaport was unfolded before us and the picturesque jumble of tiled roofs and chaotic gables, rising from the river level to the height of the old walled town, was too much for some of our enthusiasts. Sketch-books were pulled from pockets, and though there was a misty rain, and fifty days of similar and better architecture before us, they entered the country with pencil on paper and all the eagerness of a reporter at a caucus. Not a moment of time could be wasted. It was all too good to be lost. At least a dozen sketches were made during the half-hour of baggage inspection.

We remained in Boulogne till the following Thursday and surely never before and probably never again will the delightful old houses be so feverishly sketched and architecturally admired as during those two happy days. The artists went everywhere, working with indefatigable energy. In dirty, narrow streets, surrounded by dirtier urchins, they labored for hours, and at one time six of them might have been seen perched on the brink of the great wall of the old town on the height, with feet dangling far above the roofs and chimneys that they were transferring to paper. No wonder the people stared and appeared perplexed and a trifle suspicious. Our actions were too open to be those of the dreaded German spy, yet what were we trying to do anyway. Why should such a company of knickerbockered foreigners, who acted as if they owned the city, make such a systematic attack upon all the old houses in all the vilest streets with their sketch-books and pencils? It was all a mystery to the ruddy-cheeked fisherwomen and their families.

There was but one drawback to Boulogne's delightful introduction to France. The wonderful smooth white roads that beckoned us into the realm of color, where the surrounding plateaus were laden with luxuriant crops, displayed their immaculate surfaces in vain. Our wheels were at the custom house, detained for some unaccountable reason—unaccountable, because on his previous tours through France our manager had never been troubled regarding the bicycles of his party. True, he had landed at Havre,

but who would suppose that the laws varied with the seaports. Those Boulogne officials kept our wheels a day and a half, took each from its crate, weighed it, charged duty according to weight, and then nailed up the crate again. We were given a receipt for the amount required, that would insure the return of the money, wherever and whenever we should leave the country with the wheels. The amounts varied from \$8 to \$10. The "old Betty" of the party, with characteristic caution, had packed his handles and pedals in his trunk. Consequently he laughed at us while he paid his \$8. Why the duty should be determined by weight, regardless of value, is still a matter of hopeless speculation, and does not argue very strongly for the reasonableness of French tariff regulations.

Our wheels being secured at noon of our last day in the city, we pedaled in the direction of the suburbs like a flock of urchins let loose from school. All of the pent-up enthusiasm that the matchless white rocks had inspired seemed to lend a hitherto unknown energy to our muscles. It was a continuous succession of races as soon as we left the pavé of the city streets, and in less than an hour each individual's proclivities and abilities as a rider were no longer a matter of vague speculation. And there were many surprises. The man of slow speech proved to be a "scorcher of scorchers," and

*He of the rapid and tireless tongue*

*Rode a wheel that was tired in more ways than one,*

as our poet extemporized (with more of truth than of poetry, by the way).

It was a cyclist from our enterprising "west" who pointed to the large piles of broken stone for repairs, heaped alongside the smooth country roadway, and exclaimed, "Good gracious! don't they rake lots of stones out of the roads here!" It requires more than a first glimpse for the average American to realize that a country roadway is really under effectual and systematic care and maintenance. That first afternoon's experience of the matchless French roads is indeed a delightful memory of the tour—that is, to all but one of us. When the typical Yankee discovered that his pedals had been left in America and that hours were required to induce a French pair to serve as a substitute, and when a French boy managed to spoil the valve of his tire, which was not replaced by another till the sun disappeared in the twilight, it could hardly be wondered at that our comrade's sunny temper should also have disappeared till the following morning.

We took the train to Amiens, a large city about sixty miles inland, for there we were to begin our journey a wheel of nearly 1,000 miles through many a city, village, and valley, and under the enchanted walls of many a cathedral castle and palace. Our trunks had been expressed from Boulogne to Paris, containing everything but our riding-suits, a change of underwear toilet articles and sketching materials, these latter, of course, being carried in our luggage-carrier. Therefore we had burned our ships behind us, so to speak, by thus abandoning the dress and general equipment of the ordinary traveler, and with the greatest of satisfaction we intrusted ourselves to that unrivaled locomotive combination—the modern American bicycle and the perfect French *grande route*.

Early the next morning, guided by two local wheelmen who had kindly offered to conduct us by a more attractive exit from the city than that afforded by the main thoroughfare, our long procession of twenty-five cyclers turned away from the broad boulevard that encircles the city, glided down a narrow street near the bridge that crosses the Somme, and was soon flying over a smooth towpath that traverses the "Venice of vegetables." The river has been conducted over the lowlands into numberless small canals that constitute the streets and alleys of a huge market garden. Each little plot of cabbages, turnips, etc., was a luxuriant island, perhaps twenty feet square, and the brown-faced gardeners were sailing from one to the other in queer, flat-bottomed shallops. Could we have entered the country by a more charming gateway? And could we have entered a more charming country! We had had but a taste of the real country at Boulogne, but this was a bountiful repast; bountiful because we could see so much of it. There was nothing to break the prospect over the vast rolling plateaus. Not a tree was visible except the tall poplars planted along the roadside, and seeming in their huge and regular outlines like giant soldiers on guard duty against the missiles of the sun. We were riding through a tunnel of shade, where all the world was sunshine. It was not the country at all, however, in our sense of the word. There were none of the natural triumphs of nature—absolutely none. The beautiful parti-colored landscape was entirely artificial. The soil was monopolized from horizon to horizon by the most luxuriant crops. Squares and rectangles of brown and yellow fields of grain were varied only by huge grain stacks, like giant beehives, thirty feet high, and by an occasional cluster of small stone houses—for there are no individual farm dwellings and the people live in these hive-like villages and go out to work in the open fields like so many honey-bees. And they were



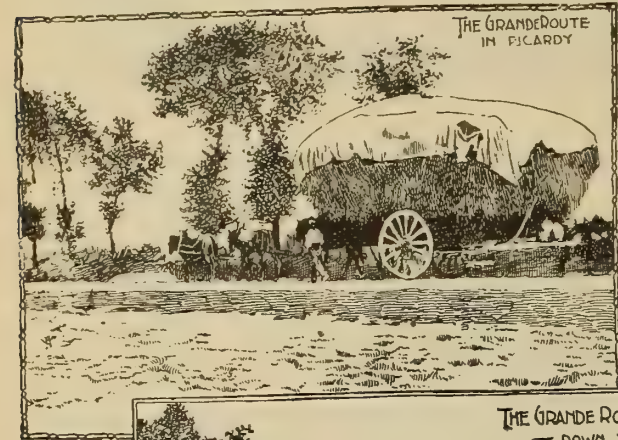
gathering the harvest when we entered their treeless country. Consequently the villages were as quiet and empty as, and even older in aspect than, the cathedrals of the larger towns. They followed each other in quick succession and were quite as similar as the different patches of grain. Each had its tiny church, the round arches of which indicated that their style of architecture was due to Roman influence and their time of erection over 800 years ago. A Sabbath stillness reigned in the streets of these ancient ham-

How quickly did group after group of the party approach and pass and disappear in the distance. Of course they offered to help him, but he hated to yield to assistance. Finally, as the manager and the rest of the rear-guard approached, he put his pride, with his hands, in his pocket, and admitted that he hadn't the least idea what to do in such an emergency. Luckily the others were better informed. It was a double-tube tire. In the inner tube was found the tiny leak, a fault of manufacture. The extra tube was inserted and again the novice was happy.

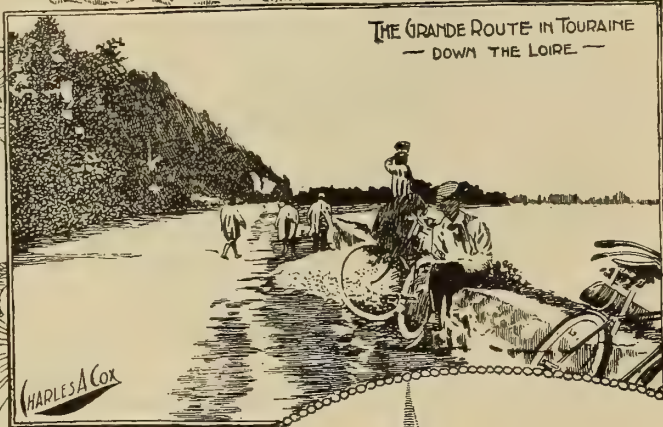
After a thirty-five-mile run we stopped at Peronne for dinner. An aerial observer of the twenty-two miles of country between Peronne and St. Quentin that afternoon, would have perceived at least a half-dozen groups of wheelmen on almost as many different roads, and would have noticed that most of them were gliding smoothly over the white streaks in the variegated crops as boats glide along with a swift, deep current. He would also have seen that the cyclers of one of the groups were proceeding slowly over a darker streak in the landscape, and occasionally dismounting to walk a short distance, only to mount again and proceed on slowly as before, and with an odd, jerky motion that suggested the possibility of over-indulgence in the sour red wine that was served with the dinner. Were our aerial observer a Frenchman, he would have known that the dark streak was one of the old military roads of the bygone monarchies, and that the great rough blocks of its pavement were too uneven for even a pneumatic to ignore, though they were considered luxurious avenues of travel for the gorgeous swinging coaches of a Louis XIV.

It was a weary yet jovial company that sat down to a 7 o'clock dinner in the St. Quentin hotel that evening, for fifty-five miles is quite a "run" for the first day out. Yet we felt only that "good kind of tired" that renders rest so delightful and promises renewed vigor on the morrow. At least all but the pavé victims felt that way. Possibly there was a mental "tired" included in their fatigue, that found no delightful rest in the midst of enthusiastic encomiums upon the smoothness of the roads between St. Quentin and Peronne. It was a pavé victim, who, when he finally reached the hotel, was vehemently convinced that he had had enough of bicycle riding in *la belle France*; that he did not come across the Atlantic, to "bump all day over a stone heap," and then be "washed overboard by a stream in the middle of a city." It was mildly suggested to him that if he hadn't been so nearsighted he would have seen the little open sewer, that flowed across the street from a hillside alley; and also, if he hadn't chose the pavé, his pace, upon entering the city, would have been scarcely slow enough to have succumbed to the few inches of dirty water; and furthermore, that the less a man says about a bicycle tumble the better; and that he had best keep quiet and wash his trousers and go to bed early so as to recuperate from the pavé indulgence as much as possible.

Having thus fairly started the party upon the tour and endeavored to present some conception of what we saw and felt, and how we traveled, it remains for us to speak in a general way of our bicycle journey of fifty days and a thousand miles through France. We shall not refer to the



THE GRANDE ROUTE IN PICARDY



THE GRANDE ROUTE IN TOURAINE  
— DOWN THE LOIRE —

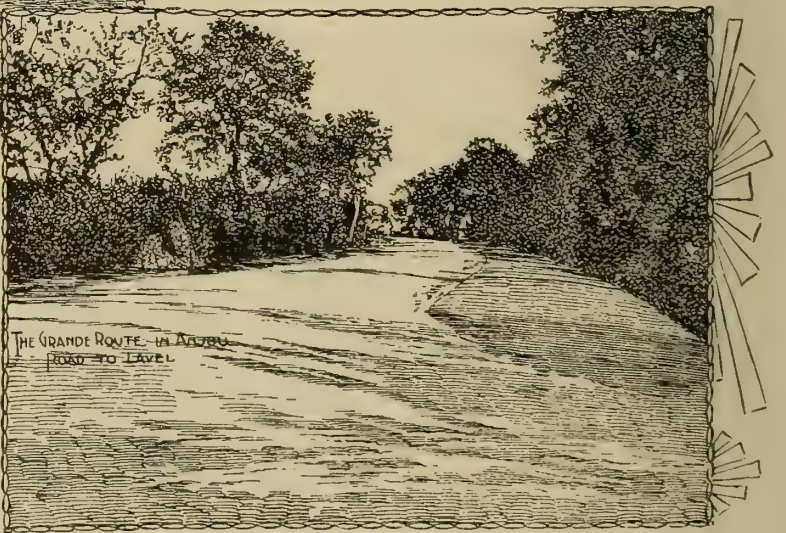
CHARLES A. COX

lets, and suggested by the contrast the troublous feudal times that caused the rural people to thus live together for mutual protection from robber barons and general lawlessness, much as our ancestors lived in the block houses for safety from the Indians. Occasionally we encountered a black-robed priest, as we swept past the little stone dwellings, but luckily for the reverend gentlemen only one of us, and he the most sedate of cyclers, made the encounter one of personal contact. Certainly it was difficult to realize the utter noiselessness of the approach of a pneumatic over those "sand-papery" roads, yet "Perez" possessed his eyesight, if the ears of the priest were useless, and there was no excuse admissible for his deliberately dashing down the sloping street and striking the tall, black figure full in the rear, with all the vigor of a small cyclone. The black skirts fluttered upward, the unfortunate father ambled hastily on all fours to the gutter and there fell prostrate. Of course "Perez" recovered first and rushed to the rescue brushing frantically at the soiled garment of sanctity and pouring forth a torrent of regret in state of Maine English. If the holy father granted *that* appeal for forgiveness his expression must have belied his utterance. But nobody knew or ever will know just what it was that he said.

There was another unfortunate during that first forenoon of the journey awheel. He was flying over the country in the front ranks with the scorers, in all the exuberance of youthful health and enthusiasm, when suddenly he began to feel weary. To maintain the rapid pace of his companions gradually became more and more of an effort. What was the matter with his legs? Surely they were full of unlimited vigor but a short time before. Now, however, the delightful exercise was approaching the "dem'd horrid grind" of the classic mangle. The road, too, was fast losing its satiny smoothness. He was a novice with the pneumatic, or he would have realized at the above symptoms that it was the bicycle and not himself that was sick. But finally, as the tire grew flatter and flatter, and the roadbed rougher and rougher, the whole awful truth dawned upon him, and his happiness departed, as if he too had been punctured. In vain did he search for the infinitesimal aperture that had transformed the hard elastic tire into a flabby useless tube of rubber. In vain did he labor with the air-pump till it became almost hot with the friction. The flabbiness was implacable.



EACH VILLAGE HAD  
ITS LITTLE CHURCH



THE GRANDE ROUTE - IN ANJOU  
ROAD TO LAVAL

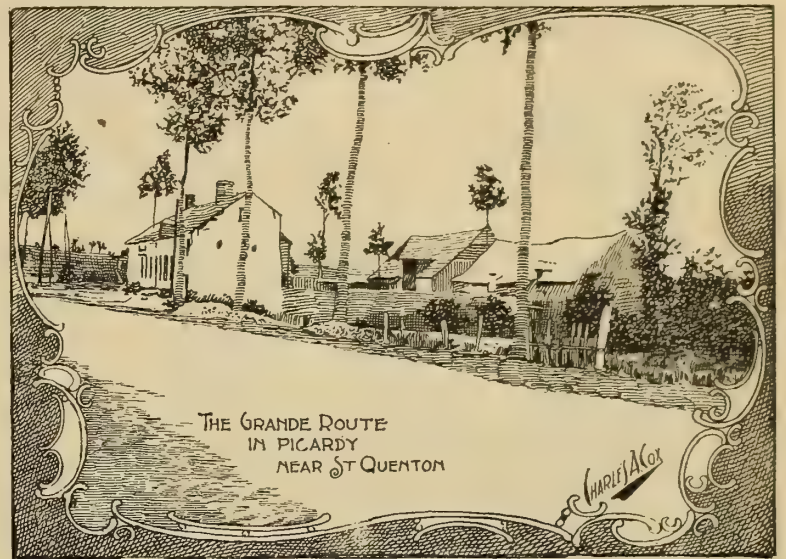
architectural features, because we are writing for cyclers. The leading impression that a wheelman receives after such a tour is one of unqualified admiration and enthusiasm for the perfect roads. He realizes that the memory of them will not only be a "joy forever" to him, but that they are a "thing of beauty" in the landscape of the country. Like the other continental countries, France presents a great variety of natural aspects and contrasting sectional habit and temperament of people, yet her roads are everywhere equally good. Whether the *grande route* passes across the treeless grain fields and through the great artificial forests of Picardy, or amid the vineyards and beside the rivers of Touraine, or over the hills and valleys of Brittany, or through the orchards of Normandy, it is always hard and smooth and symmetrical and beautiful. Whether the color of its surface displays the gleaming white, or the shades of yellow and red of the limestone that is everywhere, or the black of the slate of Anjou, it is always the same in per-



everywhere, or the black of the slate of Anjou, it is always the same in perfection. In short it everywhere offers to cyclers and horses the same suitability that the rails of a railroad possess for the wheels of the locomotive. If the locality is rich or poor, or desirable to reach or the reverse, the *grande route*, like the railroad, is always the same. It makes no distinction of persons or places, but performs its mission, as the railroad does, of affording easy transportation between all important points. We are not considering whether this is financially possible through the comparatively sparsely settled country of America, but we venture the assertion that such a system, once established, is financially profitable anywhere. Of course a long time is necessary to establish it, but we in America should hope and labor toward that end. For we would make all possible use of such splendid avenues of intercommunication. We would do more, as a people, than simply convey our produce to market with ease and comfort. It is the astonishing spectacle of France, that the people who possess these wonderful roadways, built by the government, do not use them—that is, the great mass of the people. We have shown in previous articles that the people are buried in their country and in their villages, even sometimes to the extent of never having heard of a neighboring village fifteen miles away. France should be a nation of cyclers, as Holland is of skaters in the frozen season. If the *grand routes* were a network of canals of glare ice, they could not offer better facilities for easy and extensive intercommunication among the people. But there is no such communication except in the ranks of the soldiers, who are marching everywhere all the time.

But, it may be said, the poor people have no money for bicycles or time for riding or driving about. They are cheaper there than here, and did you ever see a Yankee who wanted a bicycle and didn't get it, if he had to make it out of gas-pipe? Why, an old wooden velocipede would be on those roads that had a pneumatic tire on ours, and a bony old horse from a Maine farm, that had pulled itself blind through sand and mud, would fairly caper over the roads of France. Besides, the peasants *do* have money. They are the most industrious and economical people in the world. It was their money that built the Suez Canal, their money that was stolen by the Panama manipulators. But they don't use their money to travel about, either to see

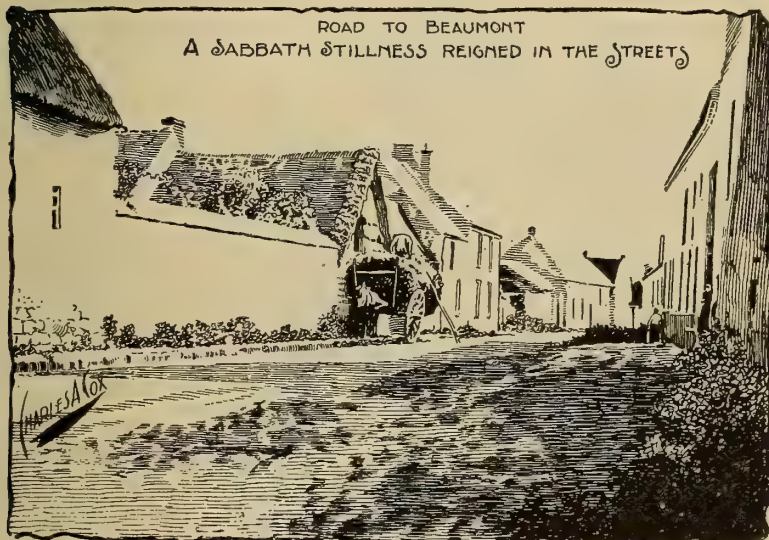
by the stout man or woman on the seat. This vehicle is approaching quite rapidly and you do not understand, at first, the motive power. But you soon perceive two stout shaggy dogs, much smaller than a setter, attached to a frame under the cart, between the great wheels. They are trotting contentedly along, and are not working very hard either, so smooth is the surface of the road. A pair of these dogs, harnessed in front of a small box on wheels, in which is a man wielding a whip, is no infrequent sight, although this cruel custom is contrary to the law of the land. When a road is so smooth that two small dogs can trot off with two grown people, as we have seen them do, its perfection for the bicycle can be imagined.



Although a French cycler was quite as rare as a sail on the ocean, whenever we met one his machine was invariably very light in weight, and high of gear, such bicycles being suitable for their smooth roads. If they do not coast down the long straight hills as rapidly as our heavier American wheels, they climb them much more easily, and on a level the shorter leverage is very effective and the loss of power scarcely noticeable.

The people we met along our route could not realize that we were cycling for pleasure. Such a monstrous waste of time seemed never to have occurred to them. We were always supposed to be engaged in a long road race, which is the commonest kind of cycling [through the country by Frenchmen; and the leaders were always cheered lustily and the rear-guard greeted with such remarks as, "Hurry up!" "You are far behind!" "You will never win!" and others more disparaging. Indeed the contrast of the wonderful roads, so far in advance of ours, and the primitive use of them by the old-fashioned people, so far behind our customs, constitute the most impressive feature, from a cycling standpoint, of such a tour through France. It demonstrates the advantage of governmental control of means of travel, whether railroads or highways, and is a forcible lesson to Americans with all their boasted enterprise, that the conservative people of France are in this respect making better use of their republic than we are of ours.

[\*A series of illustrated articles in regard to this cycling tour appeared in previous numbers of THE BEARINGS. The present article is a general survey of the tour, involving anecdotes and the personal impressions of the writer.—ED.]



each other or the country; and they don't use their roads even to better themselves commercially as much as possible. Take for instance the astonishing spectacle of wine placed free on the hotel tables in Touraine, and costing 40 cents a quart in Brittany, not fifty miles away, where the people drink scarcely anything but cider; and this is true of other things.

They not only do not ride bicycles because they do not care to or are too conservative to think of such a thing (and this is true of the cities of 10,000 and 15,000 inhabitants), but they lumber over the smooth roads in great clumsy carts, drawn by handsome but heavy Percheron stallions or stout little jackasses. A smart, light equipage and a fleet, spirited horse are as rare on these perfect roads as they are common on the rough wheel-tracks of our country. Indeed, we encountered a light horse and vehicle so seldom that they seem to stand forth in our memories in isolated peculiarity. We have in mind one old-fashioned cabriolet and tall slender horse that set us a lively pace for several miles. But if you had ridden into Loches with us one afternoon, or into Senlis or several other places, you would have seen how all the light horses and mares are employed. A cavalcade of hundreds of them, each mounted by a private soldier in working blouse and overalls, clattered along the streets. Several of us followed the procession, which turned toward the river, and soon both men and horses were splashing in the water taking their daily bath. The carriage horses, like many other things, are a sacrifice to the incubus of the vast army. Yet although we use our poor roads much more than the French do their perfect ones (except, of course, for the marching of troops), although we ride, as a people, infinitely more miles on bicycles and in comfortable carriages and convenient wagons, the French make one use of their roads that we could not of ours if we would. Imagine yourself turning a corner and encountering the following vehicle: A small cart, with a high wheel on either side and a little wheel in front, which is steered by the use of a handle



Diamond frame, sans bloomers—or she didn't know the camera was loaded.



# Autobiography OF THE BEARINGS THE CYCLING AUTHORITY AMERICA Chicago Post-Office as second-

IT had long been one of N. H. Van Sicklen's pet schemes to start a live cycling journal in Chicago, when, in the fall of '89, he first met Geo. K. Barrett. Before this he had tried to interest one of his friends in the idea, but tried unsuccessfully, for the field seemed small and well filled. Barrett had been a cyclist less than six months, but was even then an enthusiast. He had been making his living as an advertising expert and newspaper correspondent. Van Sicklen was an "old timer" in wheeling, and, in addition, was the proprietor of a printing office. Barrett had the newspaper experience and enough confidence in himself to think that he could secure advertising; Van Sicklen had the facilities for getting out the paper, an extensive knowledge of cycling, and a large acquaintance among cycling people. It seemed as if the combined qualifications of the two would make a good foundation on which to build a really first-class cycling journal. When they got to talking on the subject, each one found that the other was ready to try the venture.

Both believed that the cycling trade was in its infancy, and both had confidence in themselves and their own ability, but even in their most sanguine moments neither dared to hope that in less than four years their paper would be recognized everywhere as "the cycling authority of America," leading all competitors in point of paid circulation and advertising patronage.

The details were discussed, and it was decided that it would be good policy to wait till spring before launching the new enterprise. Shortly after the first of January, 1890, Barrett walked into Van Sicklen's printing office and said, "How about that paper that we were going to start?"

"Well, I am ready any time you are."

"I am ready now."

Ten minutes' talk and "Van" was busy clearing out a little 2 x 3 desk. It was moved over near a dirty window and constituted the first office of THE BEARINGS. But this is getting ahead of our story. The paper was unchristened. A long discussion was held without coming to any decision on the name. All the regulation names were discussed, but Barrett insisted that a departure from time-worn titles like "Gazette," "News," and "Courier," must be made. At last "Van" suggested the name that was finally adopted. Both liked it, but were a little dubious in their own minds as to its suitability, and so 'others' opinions were asked and they unhesitatingly recommended the adoption of the name, so the paper was christened. A few days' work resulted in the production of a "dummy," samples of which were sent all over the country, many of them accompanied by letters soliciting advertising. The two men started out themselves to canvass the local trade. The total result was five pages of advertising in the first issue. The whole paper consisted of fourteen pages, and the first edition was 10,000 copies.

Van Sicklen found, after some three weeks' work on the paper, that it was taking too much time from his other business, so Barrett took entire charge of the new venture, and with the assistance of a woman who addressed wrappers did all the work of the office, including the soliciting of advertising. A little later C. P. Root was engaged and for a long time was connected with the paper in the capacity of associate editor. A while later on E. C. Bode made his debut in the bicycle business as the first advertising agent for THE BEARINGS. Bode was succeeded by T. T. Roe, and he, by Andrew J. Cahill.

When but a little more than a year had passed it was decided that the time had come to set the pace for some of the older cycle journals. A. T. Merrick was engaged to illustrate the paper. The other papers did not relish this innovation but were in the course of time compelled to follow suit. THE BEARINGS can therefore justly lay claim to have given cycling journalism one of its best and most interesting features.

When the paper was a year and a half old Barrett left it for the allurements of the cycle business. It was not long after that, that the firm was incorporated under the name of Bearings Publishing Company. L. J. Berger, who had succeeded Root as associate editor, became editor-in-chief, and

held the position until six months ago, when Barrett, the first editor, resumed his old position, and became an equal stockholder with his old partner.

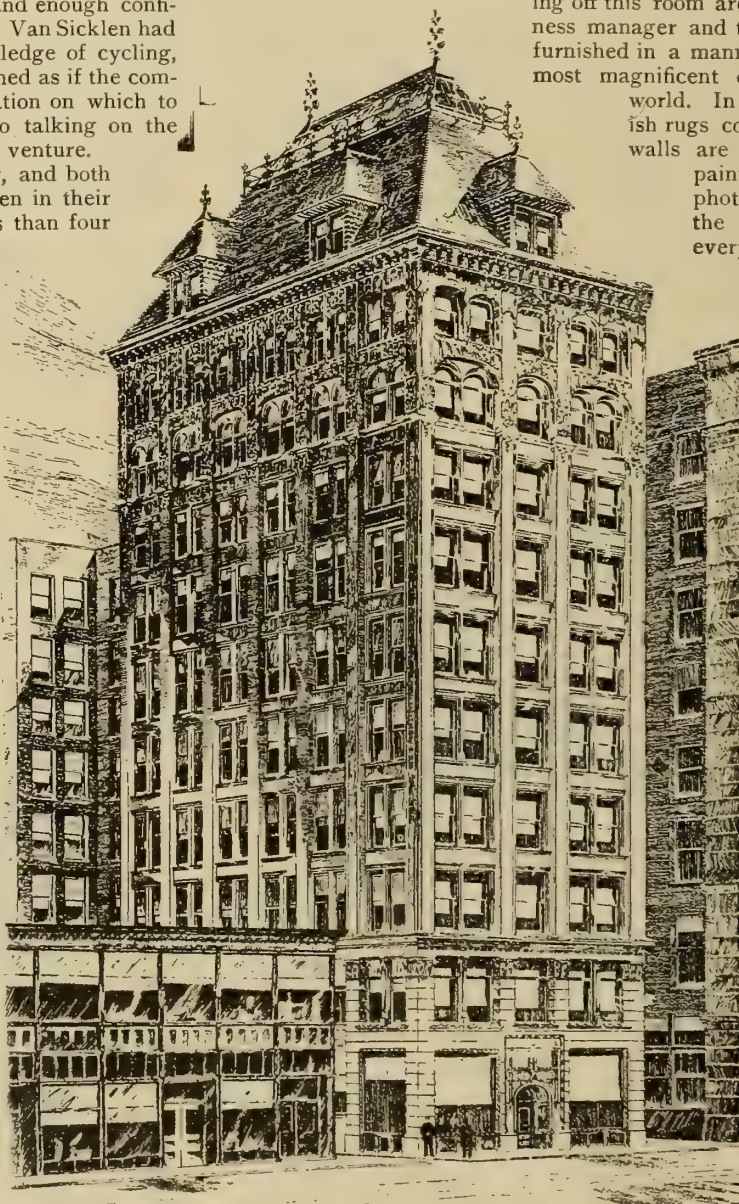
During all this time it was found necessary to make several moves to keep pace with the phenomenal growth of the paper. The last move was into the present magnificent quarters in the ninth story of the Isabella Building, one of the newest and most magnificently appointed office buildings in a city that is world famous for its lofty and splendid edifices. It is an eleven-story fireproof structure, finished on the outside in terra cotta and lighted on four sides. The entrance and lower hall have mosaic floors and the walls and ceiling are of yellow Mexican marble. The halls on the other floors, as well as the stairways, are paved with white marble and the wainscoting is of the same material. The metal work in the balustrades and surrounding the rapidly running elevators is all of aluminum and brass. The quarters were leased while the building was yet incomplete and the partitions were arranged according to plans submitted by the proprietors of the paper to exactly suit its needs. The suite occupies the entire front half of the ninth floor of the building. On one side the offices command a view of Lake Michigan, only two squares away; a bird's-eye view of cycle row, only half a square away, and the far-famed Auditorium, at twice that distance; on another side it looks over the vast business portion of Chicago with its scores of sky scrapers, among them the Masonic Temple, the highest building in the world.

The suite consists of six rooms. The visitor enters the business office, where he finds the bookkeeper, stenographer, and subscription clerks. Opening off this room are the offices of the business manager and the editorial rooms, all furnished in a manner befitting one of the most magnificent office buildings in the world.

In the private offices Turkish rugs cover the floors and the walls are hung with appropriate paintings, etchings, and photographs. Evidences of the practical cyclist are everywhere in evidence, for

among all the force of THE BEARINGS there is not one who is not an active rider.

The editorial "den" contains a small but very complete reference library, including the Century dictionary and other reference works of equal value and excellence. A typewriter is included in the equipment of the office, for the editor finds that he can "grind copy" much faster on the machine than in the usual way of "pushing" a pen or pencil, and at the same time makes much more legible copy. Hanging on one of the walls of the den is the pouch in which the message from Gen. Nelson A. Miles to Gen. O. O. Howard was carried in the famous Chicago-New York relay ride which was engineered by THE BEARINGS. This relay was the first one of any magnitude which was ever undertaken and was carried out under the most un-

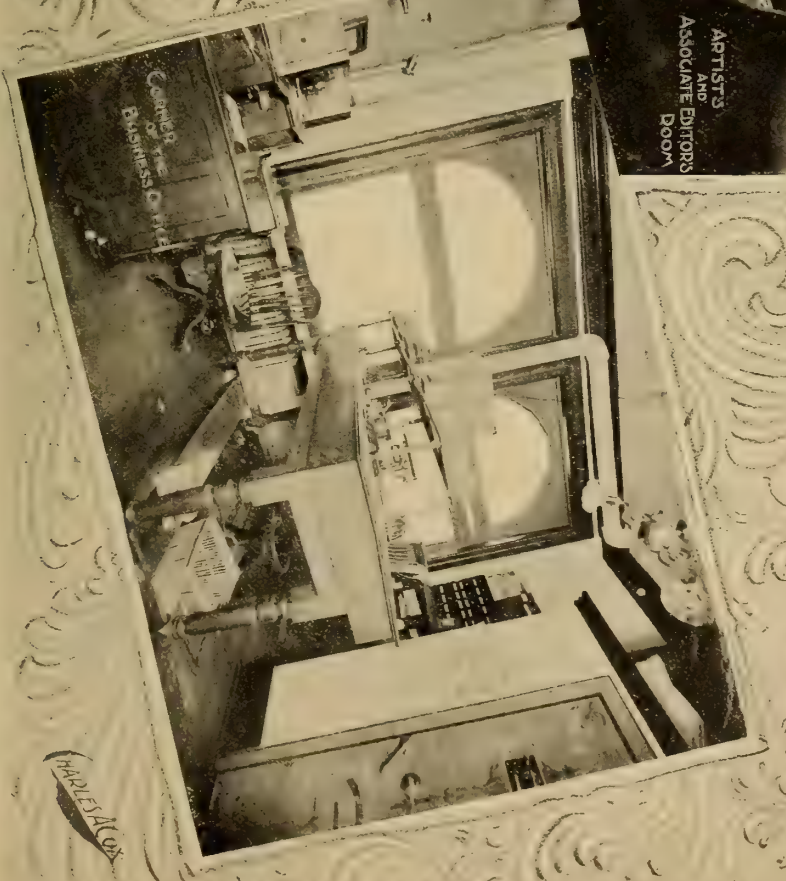
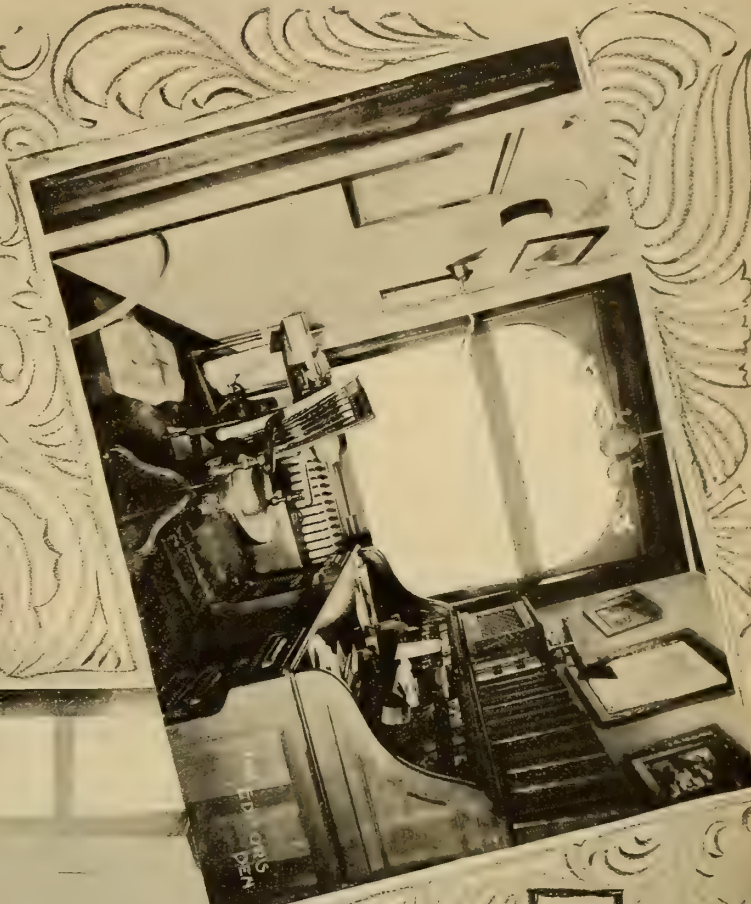


heard of difficulties. Almost the entire distance was ridden in pouring rainstorms, and the exhibitions of pluck and endurance that were displayed by the participants were the talk of the country. The ride did more by far than anything done before or since to awaken the country to the crying need for roads improvement. The pouch is an object of the greatest interest to visitors to the office.

THE BEARINGS' composing-room is a model one. Indeed, the proprietors of the paper claim that it is the only *clean* printing office in existence. When the offices of the paper were moved to their present elegant quarters it was not considered that the most completely equipped office building was



OFFICES  
OF  
**THE BEARINGS**  
CYCLING AUTHORITY AMERICA



WALTON



too good to contain a "print shop," but it was decided that that shop must be a model of its kind. Everything was bought new. The cases for the type are all of oak well finished and every bit of type was brand new as well as all the "furniture" and everything else that goes to make up a complete composing-room.

Of "body type," or the type that is used in the reading columns of the paper, there is a little more than a ton, or enough to set this entire Christmas number and still have enough left to set an ordinary edition of the paper, and even then not exhaust the supply. Of display type, or the kind used in the advertising pages, there is more than twice as much, about 4,500 pounds. The display type, being new, is all of the latest "faces," and is constantly being added to as new and desirable faces are brought out. All this is used solely for THE BEARINGS, as no outside work of any kind is done. The imposing stones on which the paper is made up are three in number and of sufficient size to allow of four sixteen-page forms being "laid out" at once, although there is seldom any necessity of this number of forms being in hand at one time, as the advertising forms are got out early in the week, leaving only the reading matter to be attended to on Wednesday and Thursday.

The rooms themselves are finished in the same manner as all the other offices, mahogany woodwork and oak floors, and are heated with steam, lighted with electricity, and furnished with marble wash basins supplied with hot and cold water. The first thing that strikes one who is familiar with printing offices is the absolute cleanliness that is everywhere apparent. The usual "stand alone" towel is conspicuous for its absence; the floors are kept scrupulously clean and are never littered with dirty paper and greasy rags and the other dirt that usually makes a printing office a place to shun. The rooms are in charge of a competent foreman, who has under him a force of from six to nine people, according to the varying amount of work at different seasons.

During the last year the business of the paper grew to such an extent that it was found an absolute necessity to open an eastern office. New York was decided on as the best place, and quarters were secured at 21 Park Row. The location is in the center of Gotham's "Newspaper Row."

The office force of the paper numbers a baker's dozen, and the employees in the composing-room bring the combined force up to a score; while the corps of regular and special correspondents brings the total not very far from an even hundred. The business and editorial departments are kept as nearly separate as possible. Business Manager N. H. Van Sicklen has charge of the former, and Editor Geo. K. Barrett of the latter, and each one conducts his own department in his own way, and in no wise interferes with the work of the other. The plan works to perfection.

The position of associate editor is ably filled by C. G. Sinsabaugh, who though young in years has had a thorough schooling in newspaper work on big Chicago dailies and fills his position in a way that would do credit to a man many years older. His place is not one that brings him before the public to any great extent for his identity is lost in that of the paper, but for a great part of the good work in it, credit is due him. He is entirely capable of running, and frequently has run, the editorial department of the paper alone, with credit to both it and himself.

The work of Illustrator Charles A. Cox is distinct from the other work on the paper and speaks for itself, how well our readers know.

F. E. Spooner, who has represented THE BEARINGS at all the principal race meets during the past year, is as hard working and capable a man at such work as can be found anywhere.

The advertising department is looked after by F. J. Wagner, whose equal as a "hustler" we have yet to see. He modestly says that any one can get advertising for THE BEARINGS and that it is the paper that does the business. But it is good men like him that make a good paper.

The eastern office of THE BEARINGS is in charge of W. B. Troy, who looks after the news and advertising in his vicinity.

The story of how the paper is gotten out is interesting to one who is not familiar with the newspaper business. All "copy" is first read by one of the editors, who sees that the proper heads and sub-heads are put in, and it is then handed over to the "copy reader," who sees that it is properly punctuated. It is then divided into "takes," or pieces of suitable lengths, and put on the "copy hook," all ready for the compositors. Each compositor, or "comp" as he is more frequently called, has several "slugs," with his number

thereon, one of which he puts at the top of each "take" that he sets, by which the amount of work he does is measured up, and by which, incidentally, the amount of his week's earnings is figured out. As each galley of type is set it is proved in triplicate, one proof being kept by the compositor, from which to measure his work; one proof goes to the proofreader; and one goes to the editor. After the proofreader finishes making the corrections on the proof it goes back to the compositors, who make the corrections in the type, and another proof is taken. This is called a "revise," and is again read by the proofreader, who marks any errors that may have been overlooked, and the proof again goes to the compositors. The editor's proof he saves until the time comes to "make up" the paper, when he takes a "dummy" and pastes in the proofs where he want them to go.

The week's work really begins on Friday. On that day the editor looks over proofs of the "hold-over," or matter that has been set up for the paper which came off the press the night before and has not been used. Such matter as is not available for use the next week is marked "kill," and the proofs are returned to the foreman of the composing-room. The "dead" type is then "thrown in" or distributed in the cases, each "take" by the compositor who has set it, together with the type used in printing the paper.

A proof of the "live hold-over" is then given the editor and he puts it away till time to make up the paper for the following week. On Friday and Saturday the compositors are kept busy "throwing in," and setting matter other than news, which latter does not begin to come in till Monday morning. During the first three days of the week news matter comes in from all the principal cycling centers in the country, as well as from across the Atlantic, and the whole staff is kept more than busy. On Thursday

nothing goes in but important news. By Wednesday evening all the advertising "forms" are "made up" and on the presses, as well as the first reading "form." The other reading forms are made up Thursday morning and the last one is ready for press by 3 or 4 o'clock, and an hour later the first papers are on sale at the Chicago news stands. All papers that take more than a day to be delivered are mailed on Thursday evening and the others on Friday morning, so that THE BEARINGS is delivered at all points in the country except the far west by Saturday morning.

After four brief years of existence THE BEARINGS can, without fear of contradiction, lay claim to be the leading cycle paper in America, if not in the world. In point of paid circulation it leads its contemporaries by a long, long way; in size there is none that ranks ahead of it; in the number and quality of its illustrations it is far in advance. The aim of the editors

is to give the public what it wants, and to give that served up in the most attractive style. It is a paper for the cycling public, and not a paper for any one locality or class. Such being the case, all trivialities are omitted except such as concern men who are constantly before the public gaze. Important news is the first consideration, and to furnish this it is found necessary to have paid correspondents at all the principal cycling centers in the country. In addition to these there are a number of special correspondents who visit all the various parts of the country, and who keep the readers of THE BEARINGS informed of the progress of cycling in every section. All doings of particular importance—such as the great race meets, the meetings of the L. A. W. National Assembly, and the cycle shows—are covered by members of the staff.

This Christmas edition of the paper consists of 20,000 copies. If all the papers were laid flat on top of one another they would make a pile nearly an eighth of a mile high; and if they were laid in a row, end to end, they would make a line over four miles long. There are 588,000,000 square inches of white paper in the edition, or enough to cover a tract of more than ninety acres. If this paper was cut into strips an inch wide and the strips pasted together, they would make a band long enough to encircle the world, and still leave some 1,200 miles to spare. There is no doubt, however, that the readers of THE BEARINGS would rather have the paper in its present form than as a belt for the earth. The cost of the edition is about \$5,500.

Readers of this number can scarcely realize the amount of work that is entailed in getting out a paper of its size. It is a larger and more elaborate number than has ever been attempted by any of the leading periodicals of the country, and in itself speaks volumes for the growth of cycling. If the sport has reached a point in a little more than a decade where it can support such a paper, what may we expect in another ten years? Great, indeed, is the wheel.



*A scene from a cyclist's camera, by A. Burley Phelan.*



## THE BONESHAKER CLUB.

(Official Report.)

BY BRUDDER STAINFORTH.

Promptly at 7:30 p. m. by the president's Waterbury the bicycle lantern was lighted in Farmer Jobson's barn and the meeting called to order. The president prefaced his harangue with the following remarks:

"Fellah membahs, I feels suah you will all ignite wid me in gratulating ourselves on dis suspicious occasion wiv de fack dat de expected hab happened. I tole yo las' week dat I expected Farmer Jobson would be unner de influents ob de weddah dis ebenin, which would gib us de opportunity to hole our meetin' rent free again once mo'. I am pleased to say dat I saw de farmer bein' dribben in his own team to de perlece station an' he was a singin', 'Won't go home till mawnin', which I guess am true. We can derfore kalkalate on bein' disinterrupted tonight. I must remark howeber dat owin' to de sad decomposition ob our treasury der is only 'nuff ile in de lantern to las' for an hour an' a haaf."

Several of the members whose spirits had risen with the opening announcement dropped their jaws as the president's concluding sentences rang into the hay-scented atmosphere of the barn.

"I hab a lettah here in my hans," continued the president, "bearin' de insignification ob our late treasurer. He doan gib no address, which am a berry bad amen. He says dat de membahs ob dis club dun gib so much Canuck coin, which he can't spend at home, dat he had to go to Canada to get it changed. De expenses ob de trip hab been so great dat he am stranded in de naberhood ob Ontario, which as we all know am a small town on de borders ob de state ob New York. He says, furdernore, dat one ob de cents he tuck bein' a counterfeet, put in by Brudder Scoggins, de Canuck perlece hab a warrant out for his 'rest.'"

Brother Scoggins was on his feet in the twinkling of a glass eye and he was also on some one else's feet—as the yell which resounded through the barn went to prove. His face was black with anger, and seizing the two members in front of him by the wool, he banged their heads together to emphasize his denial.

"Mistah President," he thundered, "mus' I sit in unmitigated silence an' hear my fair name an' reputashun deducted by a man who has proven himself to be a collosus thief. I sweah dat I put all de counterfeet cents I made in de church collection an' in de blin' organ man's hat; an' dat I nebber

put a cent in dis club's treasury in my life; an' I renounce dis charge as a dire an' calamatus acclamation; an' I call on de president ob dis club to clear me from de cloud ob suspicion in which I am at dis moment developed." The president then arose and solemnly said, "Brudder Scoggins, now dat you am run down you bettah stay down; yo was not called on to exculpate yo character before dis meetin', an' your attempt to do so am a magnanimous failure. You better keép your seat or de president will talk to you in de deaf an' dumb language wid his feet."

The heads of the two members in front of Brother Scoggins had in the meantime swelled so badly as to render them entirely unrecognizable, and the president happening to look toward them said, "I sees two strangers befo' me. How dey got in heah without attractin' my attention I doan know, but de secretary an' treasurer will please collec' de dues from them, an' if dey doan pay, de club shoemaker will get an introduction to dere tailor."

Several of the members saw the president's mistake, and a speedy explanation followed. The president, however, feeling sore at having made such an error, told Brothers Johnsing and Humber Joggles to get home quickly and apply raw beef inside and out as soon as they could. As the echoes of their ponderous feet died away in the far distance, Brother Wheelbayse Jenkyns asked permission to read a poem of his own manufacture. "It am short an' to de point," said the worthy brother. "It begins wid de bright an' happy side of life an' ends in a sad an' watermeloncholy catastrophe. Dis club bein' willin', I will perseed to diagnose de little literary gem." A nod of approval from the president, who had become interested by the description of the grounds upon which the piece was built, brought Bro Wheelbayse to his feet, and he read the following in soft, liquid, "mellifluous" tones:

*When Brudder Beat rode down de street  
He laughed all ober his head.  
He cudden see de groun' fo' his feet,  
An' a bullfrog was sittin' an' smilin' so sweet  
(But he cudden see de groun' fo' his feet),  
Pop!—an' de bullfrog was dead.*

*Oh, where am de soul ob de bullfrog gone  
Who died in dat dreful way,  
His voice so harsh, no mo' in de marsh  
Shall be heard at de break ob day;  
His buzzum was yaller as de hawthorne buds  
Dat ope' in de month ob May.*

Bro Wheelbayse took his seat amid a tempest of applause which skook the barn, and all the members, with the exception of Bro Silico Dixon, pressed forward to shake hands with the bard. Bro Silico then arose to his feet, for which he found room after a little shuffling, and said in serious tones, "Mistah President, it 'pears to me dat Bro Jenkyns hab not done de uprighteous thing by dis club. He hab palmed off as his own goods one ob de pomes from de works ob de unmortal bard, de world-renowned Shakspeare. I is suah dat I recomember de closing standards ob his pome, an' while dis club am allers pleased to hear de projections ob de great orators, we beliebe in gibben credit whar credit am due. I purposes dat Bro Wheelbayse be called on to explain de fax ob de circumstances, as he hab no right to steal de credit from a man who ain't here to defend himself." This motion called forth loud murmurs of dissatisfaction and in the midst of the noise a rooster which had been sleeping unnoticed on the hayloft ladder, evidently dreaming that morning had come, gave a lusty crow. The effect was magical. The president dropped the monkey-wrench gavel and made a vigorous plunge in the direction of the sound, knocking over the lantern and leaving the place in total darkness. The members tumbled one over the other in their eager haste to embrace the rooster. There was a short struggle, a few gurgling, suffocating caws, and the cause of the disorder was a corse.

As soon as the noise had subsided the voice of the president was heard calling for a light and once more the old hub lantern shed its benign rays

over the feather-strewn floor. The president had come out on top and with a smiling face he laid the dead bird on the barrel and delivered this address: "Brudder membahs, yer president, as yo' all know, doan get left berry bad on

de road, an' you can bet yer boots, which am a big an' heavy bet, dat as an all-round sportsman he is a lala. You will all recomember dat las' Friday we 'termined dat winfalls ob dis kind be sold fo' de benefit ob dis club. Well, brudders, I hereby annul an' disintegrate dat motion an' suspend its apparition fo' dis day."

There was a mutter of discontent in the air and Bro Silico Dixon, who was leader in everything savoring of a quarrel, arose to object.

"I hab abidden by de vote ob dis club an' hab turned in de value ob two birds dis week," he said. "No, Mistah President, wid all respee' fo' yo' persition yo' doan come dat game on us. Put up de rooster fo' sale an' de highes' bidder gets him."

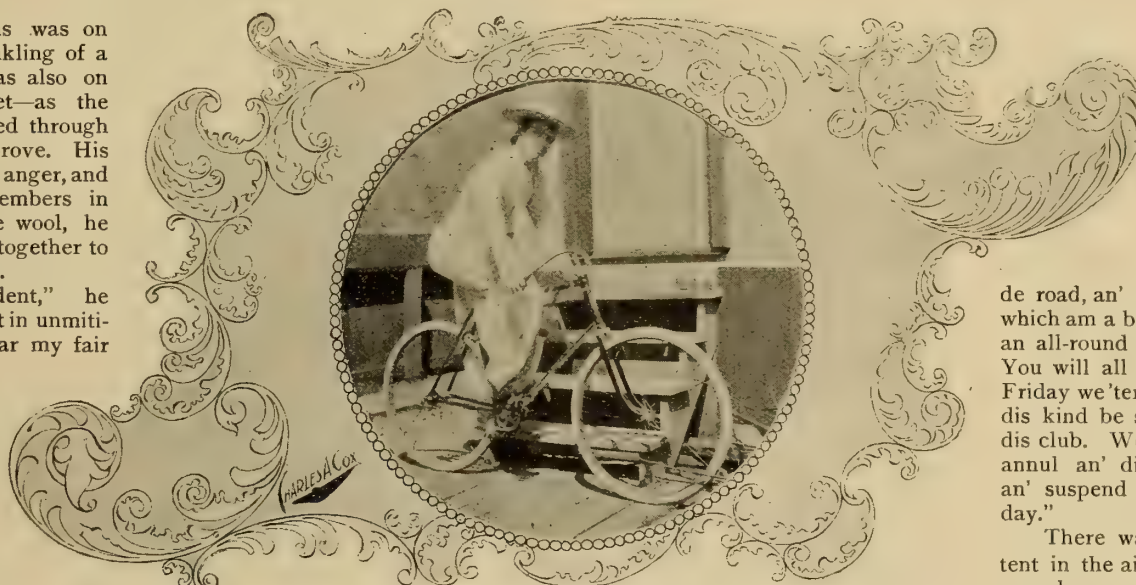
Bro Dixon looked around and saw that his proposition was approved, while the president, seeing how the land lay, knuckled down with as good grace as he could muster and bid 15 cents on the bird himself, regardless of its age. It was eventually knocked down to Humber Joggles, the quietest man in the club, and the sum of 32 cents was turned into the treasury. The president's autocratic temper was ruffled by the loss of his prize, and as the oil in the lantern showed signs of low tide he rapped order and said, "Brudder membahs, I now cancer dis meetin' and declare it null an' void an' closed an' promulgated until some future time. De occurrences which hab occurred here to-night will berry likely abrogate our tension ob dis yer place ob meetin', an' we hab done berry little toward furderrin' de bright future ob cycling. Yo' are requested to look out fo' another club room an' when de committee ob ways an' means hab settled on it, yo' will all be notified by special messenger. I shall expect a better attendance and hope to see mo' interest taken in furderrin' de noble sport ob cycling an' less in de study ob de common barnyard fowl. We will now adjurnicate.

This is what we may expect to see in '94 advertisements:

"The nipples used on the wheels ridden by Tommy Buggins in his recent record-breaking ride were made by the Neverstrip Nipple Co. Mr. Buggins declares that had he used any other nipple he would not have come within two seconds of the existing time."

This reminds us that "Bestwood Wheel Co.," of Squirringham, Eng., have got a fat list of records on "Bestwood" rims. Our imagination pictures the following from some "shooting star" of the future:

*He rode for the record—the standing start mile;  
It was his particular meat.  
He laid his success to McBungstarter's ile  
For such a phenomenal pheat.*



Caught in the act.



## THE WATKINS FAMILY.

BY HAROLD QUILL.

### I.

The name of Watkins is not essentially or aggressively English, neither is it wholly nor entirely American, though it seems to share equal honors with Higgins as being the generic patronymic of the genus tramp.

This is an English history, and—what may seem more curious still—a perfectly true one. The little adventure happened to myself last year; and though I fancy that some time in the long ago I read, or heard, something similar to one of the incidents I shall recount, yet I do not hesitate to set the matter down in full, for it is no fault of mine if somebody else has chosen to experience beforehand the same thing that transpired in connection with myself.

England is only a little island fixed up to keep London from being washed away by the sea, and, as I said before, has no more claim upon the name of Watkins than America has. And although the latter mighty country will first see this story, yet it must not imagine that I have selected the Watkins title out of mere caprice, for I have no choice in the matter, once having started out to set down a plain, unvarnished tale.

I had a dog once. I also lived in a house. And one day we had the floor-edging round our drawing-room fixed up to look beautiful. My dog sat down on that edging. He had a plain, unvarnished tail when he sat down, but when he arose what a yelping and a change was there! You observe the varnish was nearly dry. But this is by the way. And it was by the way that I first had the honor of making friends with Mr. William Watkins.

It came about like this.

My home is at Blackheath, about fourteen miles from the little village of Farningham, in Kent. London used to be partly in Kent once, if an old map I have does not lie; but we have changed all that now, for London is just in London and nowhere else, and it has no delivery of letters on Sundays, though every other city and town in the country has.

Now if you were to get hold of a native of Farningham and interrogate him, you would speedily learn that London can not be compared in the same week with the county village. Will roses grow out of doors in London during the winter? No. Has London a clear, bright stream running gayly through its center? No. The Thames is a river, truly, but neither clear nor bright. Indeed it possesses an odor almost powerful enough to stop St. Paul's clock and muffle the sonorous peal of Big Ben. Has London any trout in its river; bright-sided speckled trout of a delicious flavor? No one with any sense of veracity can reply in the affirmative. Is London surrounded by great hills of exceeding steepness, which temper both the heat of summer and the cold winds of winter? No, it can not be said to own such.

Then in what possible way can London be said to rival the charms of the little Kentish village? How shall the metropolis, with its millions, be pitted against the hamlet, with its mere scores? The conscientious person is forced to confess that the former owns but one advantage. Farningham is surrounded by high hills that London does not possess, and therefore while the village can only be left by the aid of "Shanks' Pony"—meaning your own tired legs—or the more welcome assistance of a good horse or cycle—if you are so fortunate as to have such things about the house—London, on the other hand, is the very easiest place in the world to get out of. The Lord be praised!

There is a pretty stiff hill a mile in length on the London side of Farningham, which side lies toward my home. On a certain day early in July of last year I had been down at the village bent on catching the wary trout—with gratifying success, I may add—and was now making the best of my way toward the place where I abide, as hath heretofore been truly set down. A full half-day's thrashing of the water had tired me somewhat, and being in addition laden with my angling impedimenta I had ridden some way up the hill but had dismounted at the milestone for a few moments' respite and rest. As I sat myself down on the grass in front of the stone I noticed that upon its face were the words "Will Watkins, 28-6-92," and that somebody was walking down the hill.

As the wayfarer drew near he came right to where I was sitting and made, as I thought, a somewhat peculiar request.

"Would the gentleman mind a-moving his head a bit?" he said.

I did as requested.

"Ah! that's all right," he said. "I put my 'moniker' there a week ago, and as there haint been any rain, I s'pose it's weathered the time out all right."

"So that's your name on the milestone, eh?" I ventured to remark.

"Yes, sir. I'm down this road pretty frequent, and I had a notion to see how long it would remain, ye see. It ought to stand rain, 'cos it's ink-pencil. Indelible, you understand."

It seemed rather peculiar language from one who was evidently a tramp, but I made a mental note that perhaps he had seen better days. Then, thinking to end the interview, I arose and remarked that I would have to be getting along.

"About how far might ye be going, mister?"

"Only about fourteen miles," was my reply.

"And about how long will that take ye?"

"Well, I'm rather tired, and have a little load to carry—about an hour and a quarter, I should think."

"Good Lord! It 'ud take me three hours and a half of good hard pushing!"

I remarked that the cycle was usually supposed to be about three times as speedy as a smart pedestrian.

"Would ye mind letting me have a look at it, sir?"

Not minding, he carefully examined the wheel all over, lifted it, remarked on its very light weight, asked some most intelligent questions as to the uses of the various parts, and then admitted, "Well, they do get 'em up something wonderful, don't they? I half wish I had one, but then that 'ud go and spile my trade—or rather, my profession," he added correctly.

"Your profession," I said; "and what may that be?"

"Why, sir, don't you know? You must though. I'm a tramp, sir; what we call 'gentleman of the road.'"

"Indeed!" I said, feigning surprise somewhat; "and how do you live?"

"Not bad, sir, by a long way, but I mustn't give away the secrets of the profession. May I push this machine o' yours to the top o' the hill?"

"Why, certainly, if you care about it; but I thought you were going the other way."

"That don't matter, sir; any way's my way; and I like the chance of a little talk with somebody as has been educated and knows what's what. It's a chance I don't often get."

At the top of the hill I asked whether he would like to get a drink after all that talking.

"Drink!" he said, "drink! no, that's not in my line. It's soap I want."

"Whatever for?" I queried.

"Well, sir, it's rather rough on me (as has been educated) to have to go about so dirty, but pon my word my skin won't stand that common soap, and it's seldom I can afford to buy the good soap I've always been used to."

I bade the tramp good-night, wondering at his quaint desire; and handing him a somewhat substantial coin of the realm, I said, "There! that will get some first-class soap and a bit of supper, too, I think."

He called blessings on my head, and then with most profuse thanks he turned and began to retrace his steps.

### II.

About a month after this, the events having almost faded from my memory, I set out on another excursion of similar character, this time to Maidstone, a fairly large town some seventeen miles farther down the same road. My piscatorial essay being ended in peace, I set off toward home, having delayed the start until somewhat late in the evening and therefore hardly expecting to reach the required haven much before the witching hour when graveyards yawn and do a lot of other silly things, if we are to give credence to the old authorities.

About six miles had been covered, and then suddenly, without so much as any trace of warning, down came the rain in sheets. It was not many seconds before my trusty mackintosh was fixed up where it would do the most good, and as the road just about there is absolutely destitute of shelter I remounted and rode as hard as possible in the hope of discovering some shelter from the fierceness of the storm. About half-a-mile farther on, there chanced to be a detached sort of outhouse by the side of the road, just a thatched roof supported by four strong posts. This erection was set up in a gap of the hedge, which surrounded it on three sides. Arrived at so welcome a spot, I was not long in taking advantage of the shelter it could afford; and in less time than it takes to tell, my wheel and myself were under cover.

By the light of my lamp I could discern that the little shanty was already occupied, the form of a sleeping tramp lying in full view. Presently the rain began to penetrate the shelter afforded by the leaves at the side, and the trickling water found its way onto the nether garments of my companion, who soon woke to find them in a state of saturation, whereat he pulled a wry face.

"Hallo!" said he, as he woke up, "blow me if I didn't think it was a copper's lantern, and I ain't sorry to find it's only a cicyclist. Where be yer agoin'?"

I replied that I had thought of getting to London, but the rain would greatly interfere with the due carrying out of such a project.

"London," said he; "well, I'm bound up that way; leastways Rotherhithe, that's where I lives."

"You are a fair distance from home," I ventured.

"Well, guv'nor, if you're agoin' to the city, you's got to go furdur 'an me."

"I'm not going quite so far. Blackheath, only."

"Ah, I heeard tell of a chap what lives there. Let's see now, who was a tellin' of me? Oh! I know; Bill, it were. Maybe you knows Bill?"

I said that if he meant Mr. William Gladstone he was mistaken; and





added that the "People's Bill" would ere long be discovered to be considerably more costly than the people imagined.

"Maybe you're right, maybe; but I warn't a-thinkin' of him. I war just a-thinkin' about our own mad Bill. This is his road, and seein' as you was a-usin' of it, I didn't know as how p'raps you might 'ave met 'im sometime."

"Well, you know, I may have had the honor without being aware of it. I meet many gentlemen in the course of my work, and of all sorts and conditions of men."

"And what might you be, guvnor?"

The man's frankness was charming, and I answered his query without hesitation, "I am a journalist."

"What's that? A chap as writes?"

"Quite true."

"Then that's what our Bill was. We usedter say as how he were a clerk, but he was wrong. Yer know Bill were a writer—what's the word, guvnor? oh! 'journeylist'—in London. He usedter mix up with the nobs, I tell yer, and he always reckons he's a cut above us others. He says as how he were eddicated—and he never were, yer know; he just runned away from home when he were about fourteen, got a place as errant-boy, an' then got permoted ter be a—what is it?—oh, journeylist."

At this point I mildly intimated that a journalist is a man who "writes for the papers," as the cant phrase hath it. The tramp remarked:

"Oh, you was a-leadin' of me astray. Them's reporters. I see now."

I forebore to explain that between the journalist and the reporter, in this country at least, there is a great gulf fixed.

"But as I were a-sayin'—or rather as I were a-goin' ter say, Bill, he got tired of the nobs and he come back to his kindred—meanin' us fellers—and now he's as good a tramp as the rest of us. I tell yer, he do get hold of the dust. Knocks us into a cocked hat, he do. Trots out a story of how he's eddicated, and wants some good quality soap 'cos his skin is that tender. It seems to tickle of 'em up, too, and it's a poor journey as don't see him 'ome with about nine or ten shillins, while about five's the best as any o' us others kin do; and it upsets our apple-cart, it do, for him as is cranky on the soap lay to knock us others out. Wust of it are, yer know, sir, he have told the story that frequent he believes as how he's a tellin' of the truth."

"I quite thought he meant it when we met on Farningham hill about a month ago, but it seemed so ludicrous afterward that when I thought it over I had a good laugh over the whole thing."

"Oh, then, yer do know Bill, sir. Now he's a nice chap, ain't he, sir?"

I admitted that I had been quite impressed with his manner; and the rain having ceased by this time, I asked my friend if he knew of a hostelry not very far away.

"Well, sir, the Wheatsheaf's only about half-a-mile off. Keep straight on, you'll find it on the right."

"Are you not coming along, then?"

"N' thank ye, guvnor. I sleeps here ter night."

"Nonsense, man; you'll be half dead in the morning with the damp. Your clothes are well soaked now."

"Wouldn't be the fust time as I'd gone ter sleep in wet clobber, and such things as beds at pubs ain't fer the likes o' me."

"Never you mind," I said; "if you'll come along and show me the Wheatsheaf, I'll look after the rest."

In due time we reached the inn, and found a cosy fire burning in the big tap room, so that dampened wayfarers who might chance to call could dry their clothes without troubling any one but themselves.

My "friend" the tramp set about performing certain rotatory movements in front of the blaze with the intent of drying his nether garments. Certain roysterers, however, who had climbed outside an uncertain quantity of good old Kentish ale, could not be content to let the drying operations continue in peace. So one pushed the other, who fell upon the tramp unawares, and had it not been for a quick movement on my part, the unoffending fellow would assuredly have fallen into the fire.

The tramp thanked me very quietly, and sitting on a vacant chair beside me he whispered, "You've done me a good turn, guvnor, and maybe I'll be able to do you one some day. And now as I'm dry, and have finished my beer, I'll say good-night and thankee, guvnor."

"Nonsense," I said, "you're not going; I've ordered some supper for you asked the landlord to knock you up a decent shakedown, and then

tomorrow we'll both be off when we've done breakfast."

"Guvnor! you're a brick. Give us yer hand."

I did as requested, and noticed that as the tramp turned his head away there were tears in his eyes. "I 'opes as how some day you'll be glad as you've been a friend to Tom Watkins, who'll be yer friend as long as ever he lives." That was all he said, and stopping just a moment to draw his coatsleeve across his face, he reseated himself in front of the fire.

Next morning we were up betimes. I had been allotted the best bedroom, and Tom Watkins assured me that he had been treated like a real prince o' the blood. We had some breakfast in company, and then prepared to depart toward the modern Babylon—the tramp on the legs that Nature gave him and I on the wheel that I had bought.

"Say, guvnor," remarked Tom, as I began to mount, "you's been very kind to me, and I ain't a one as forgets a kindness. Would yer like to be interdooced to the Watkins family? If so, you come round at about five on the eighteenth o' this month or else at Christmas."

"I should be very pleased," I answered, "for I am always glad to enlarge my circle of friends and gain new experiences. But where am I to see you?"

"No. 6 Priory street, Rotherhithe. 'Taint so very far from where you lives, and the neighborhood's quite respectable, lookin' how some parts o' Rotherhithe is."

"All right," I sang out cheerily, "I'll be round on the eighteenth. Good-by, Mr. Watkins; good-by."

"Good-by, guvnor; good-by," rang out till I was almost out of hearing.

### III.

When the eighteenth came I determined that my promise to Mr. Thomas Watkins should lose nothing of fulfillment.

Priory street, Rotherhithe is not a particularly inviting locality, I must admit; and it is within a stone's throw of a real, live den of thieves; but, however, I determined to risk the chances.

Accordingly I left the office a good deal earlier than usual and made the best of my way homeward, where I doffed my London-go-to-office clothes, and donned an old suit that I sometimes requisition when I feel extra industrious and my cycle is extra dirty. I thought that a few shillings would not be out of place in my pocket, but having regard to the company I was to meet, I left both purse and watch at home. Neither did I put on a hat that could by the very remotest chance have been called respectable.

But in these matters I did the Watkins family an injustice. However, I was calling on them in the guise of visitor, and it did not seem to me to be quite the proper caper to cut out my hosts in the matter of attire.

Before long I arrived at No. 6 Priory street, and rang the bell. A dirty-faced girl opened the door and directed me to go upstairs to the second floor. At length I reached the desired altitude and rapped on the door with my knuckles. Mr. Thomas Watkins threw wide the portal and I walked in.

"Well, guvnor, but we *are* pleased to see you. You's just a trifle late, but that's always the way in society as know's what's what, my brother Bill says. Dinner is ready and waitin' and perhaps you wouldn't object to be the chairman, which gives yer the honer o' carvin'."

"I'm sure," I said, "I shall be glad to do anything the company desire. But I don't see your brother around. Where is he?"

"Oh, he's all right, Bill is. Don't you fret about him. He's just gone to get some beer, and I 'spect he finds the bottle a trifle heavy."

With this Mr. Tom gave me a sly dig in the ribs, and allowed himself to indulge in a smile.

"I was just about to propose a mission of similar kind. Tell me where is the nearest house, and I will carry out my own errand."

"But you're carver, and dinner will be getting cold. Here, father, you go." At this, the old man, the head of the household as regards years, stepped forward and was introduced to me. I commissioned him to get a good supply of beer, and not to forget either tobacco or good long pipes. Every one of which injunctions he right faithfully carried out.

Meanwhile Mr. William Watkins had returned and we quickly renewed the friendship first formed on Farningham hill.

"I always said you were a real gentleman," he remarked, "for you appreciated the difficulty of my position, and enabled me to purchase the soap that I had so long desired—and I will add, needed." His face gave



"Say, cully, d'you see dat nig on de odder page? Well, he can't git in de League, but we kin. See?"



evidence that it had been recently used, and presently he brought out the remainder of the cake to show me. After this I was introduced to the rest of the members of the family. First came Peter Watkins, a cousin of the old man; then George and Henry Watkins, cousins of Tom and Bill; the family being completed by Charlie Brooks, a connection by marriage. For some reason he rejoiced in the sobriquet of "Lick-'em-up Charlie."

The dinner—by no means a bad one, under the circumstances—being ended, Mr. Thomas Watkins hammered on the table with his spoon calling for order, as the chairman would make a speech. Thus suddenly called on, I hardly knew what to say, but trusted that the fact of the glasses having been often filled would help me out. I said that I was exceedingly glad to have been present, and hoped to be allowed to meet the same distinguished company on another and similar occasion. [Cheers.] I trusted that good luck would always attend their footsteps, and that nothing would give me greater pleasure than to meet them down the roads that we all travel in our various occupations.

Somehow, while I was on my legs, I felt that something was in the wind, and the fact was borne out when Mr. William Watkins arose and in a very pointed and neat speech thanked me for my attendance, which he assured me would always be welcome on the eighteenth of any month.

I gleaned that all the earnings of the family were handed to the old man, who acted as treasurer, and that he saw to the ordering of a good dinner with plenty of beer, according to the state of the common purse, a certain amount having been duly banked as reserve fund in case of sickness or what-not. To continue.

The speaker added that the family were charmed to number among their friends so distinguished a member of the journalistic profession [His words, not mine, please!], and it had been unanimously decided to hand me the freedom of the family, which would no doubt be very useful to one who uses the roads as I do. With this he handed me a piece of parchment about six inches square, ornamented with a neatly drawn border, and the wording as follows, written in very good style:

*Certificate of Freedom  
of the  
WATKINS' FAMILY  
for distinguished services rendered,  
granted to Harold Quill, Esq.,  
of Blackheath.*

*Wm. Watkins, Secy.*

They had not filled in my name, being ignorant thereof, but the little omission was soon rectified. Then the old man made a little speech and his son Tom again told the assembled company of the way I had treated him that stormy night. After that I rose and thanked the company for their great kindness, which I assured them I should never forget as long as I might live. Then we had some songs and the smoke of tobacco soon filled the room to the utmost. I blush to confess that I was prevailed upon to attempt a vocal effort. Now as a rule when I sing I am sad, and those that hear me are sadder still. But the song seemed to be thoroughly enjoyed, so I can only come to the reluctant conclusion that the musical taste of the Watkins family is not of a very high order.

A neighboring church steeple chimed the hour of eight, and I thereupon asked to be excused, having a meeting to attend. It was unanimously agreed that pleasure must not be allowed to stand in the way of business and after heartily shaking hands all round I departed, first commissioning Bill to get a supplementary supply of beer and tobacco.

"Will you attend our next merry meeting?" he inquired, as we left the room together; "but however, I shall hope to see you again before then. Every eighteenth of the month, mind, except December, and then it's Christmas."

Every eighteenth since then I have thought of turning up, but business cares have regularly prevented. However, I have always sent the family a letter, detailing the reason of my absence and inclosing a postal note to be used in the supply of beer and tobacco.

By the way, that "Freedom of the Family," which I had been warned to take with me on all my excursions afield, came in handy more than once. To mention only one occasion, I had called on a country newspaper owing me for contributions and had managed to get £20 in cash out of the proprietor. As luck would have it, I was stopped on the road home by two tramps who demanded money. But as soon as I mentioned Watkins and

proved my alliance with the family I was at once allowed to pass.

After leaving No. 6 Priory Street on my first visit I made the best of my way homeward. As bad luck would have it, just as I was passing down the chief street of Greenwich who should be coming along on the same side but Miss Grace Courtney. She was with a man whose name was the only thing about him I knew. At that part the street was brilliantly lighted, and as Miss Courtney had recognized me I knew it would be folly to attempt to escape her by crossing the road. But it was equally objectionable to meet her, considering the clothes I was wearing.

Now it must be confessed that I was very much in love with Miss Grace, and had lost no opportunity of showing her the state of my feelings. But the clothes of that night upset all my fondest hopes. As we passed I doffed my shabby hat, only to be rewarded by a cold stare from the lady; while her escort—who is anything but a gentleman—remarked, "Who is that low fellow, Gracie? He looks like a tramp." The adored of my heart replied by entirely disowning all knowledge of me. But when we chanced to meet some few days afterward she said, "If it amuses you to walk about like some low tramp, please don't take any notice of me. I have my good name to study."

And a fortnight afterward, the engagement between Miss Grace Courtney and my hated rival was announced.

\* \* \* \* \*

Now I will put it to the reader: Is the loss of my love sufficiently compensated by my friendship with the Watkins Family?

It is a question I have never yet trusted myself to answer.

## H. KANASKA.

Among the racing men who have worn the colors of the National Cycling Association during the past season there is no one who has proven a greater surprise than the little Milwaukee rider whose portrait appears on this page. He joined the cash prize league early in its career and has been one of its staunchest adherents ever since. He is only sixteen years old but in spite of his youth has shown some remarkable speed and has made the best of his competitors look to their laurels. He is loud in his praises of the manner in which the professional association has been run and expects to be in line to race for its purses next season.

As a glance at the cut will show he is a sturdy youngster and with the added muscle and experience of a year or two more he should develop into a flyer of the first water.

## POOR HARRY LAMBTON.

It will not make us the worse at this season of thanksgiving and rejoicing to stop in our merrymaking to drop a tear to the memory of one of the

brightest and best members of the brotherhood of wheeling—for say what they may about that feeling of brotherhood being a thing of the past, there is still a bond that draws one enthusiastic wheelman to another; and H. H. Lambton found it so when, imbued with the love of travel and a spirit of adventure, he left his Australian home to cast his lot among the busy denizens of our great western metropolis. He met a hearty welcome among the Chicago wheelmen, a welcome that was cemented into a friendship by his own quiet, unostentatious ways. He was a ready writer, and found a mart for his writings with a number of cycling and other papers. In one of the forms of this very paper, which was off the press before his untimely death, there is an article from his pen in which he sent a greeting to his friends, ten thousand miles away; now distant more than ten thousand times ten thousand miles.

*"By foreign hands thy dying eyes were closed,  
By strangers honored, and by strangers mourned."*

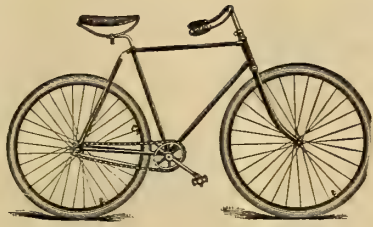
He died on a Friday, and the previous Monday morning he was in THE BEARINGS' office, bright and busy with a business scheme which he was about to bring to a successful conclusion. The news of his death must have come as a cruel shock to his relatives and friends in his far-away home.

*"The death change comes.  
Death is another life. We bow our heads  
At going out, we think, and enter straight  
Another golden chamber of the kings,  
Larger than this we leave, and lovelier."*



H. KANASKA.





# The... Columbia

## STANDARD BICYCLE OF THE WORLD.

Graceful, light, and strong, this product of the oldest bicycle establishment in America easily retains its place at the head. Always well up to the times or a little in advance, its well deserved and ever increasing popularity is a source of pride and gratification to its makers. To ride a bicycle and not to ride a Columbia is to fall short of the fullest enjoyment of a noble sport.

BOSTON. NEW YORK. **POPE MFG. CO.** CHICAGO. HARTFORD.

## Pneumatic Tires

FOR BICYCLES  
AND CARRIAGES.



We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.



**Hartford Rubber Works Co.**

HARTFORD, CONN.

## We Shall Issue

On or about January 1st

An Artistic and Educational Catalogue,

Descriptive of a line of six machines embodying many new features. It will pay intending purchasers to secure one before deciding upon their mount. It will cost you but a postal to secure one. We send them free upon application to any point in the world.



**The Hartford Cycle Co.**

HARTFORD, CONN.





# ..Greeting, 1894..



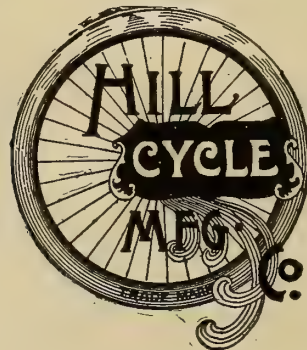
"Any article which is made of the best material, put together by the most skillful workmen, and offered strictly on its merits,



is bound to find a sale, and, while making new



*"The Fowler"*



*"The Fowler"*



friends, always retains its old ones." This is what



we said about the **Fowler** a year ago. We were young in the business then but we had the right idea, and today our assertion has been proved to be the very quintessence of truth.



Truly a good article is its own best advertisement.

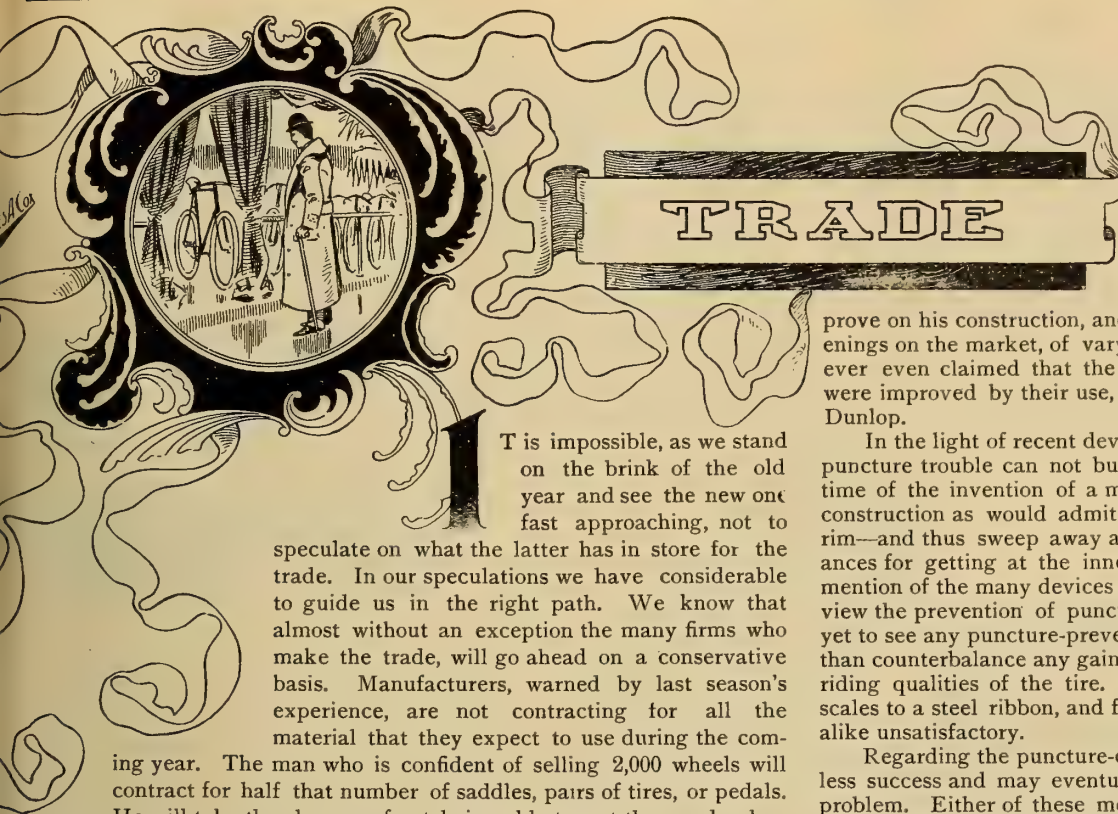


Hill Cycle Mfg. Co.,

142-146 W. Washington St.,  
CHICAGO.







closing or puncture-preventing devices. The difficulty of repair alone consigned the old-style Dunlop to oblivion.

Thomas, of Bidwell tire fame, was the first to solve the detachable idea, but to Bartlett, of England, belongs the honor of its first practical adaptation. He made the mistake, however, of incasing his tube in a vulcanized covering of canvas, thus reducing its reparability to that of a single-tube tire made of the same materials. Others were not slow to follow his lead and im-

prove on his construction, and today there are numberless mechanical fastenings on the market, of varying degrees of excellence, yet no one of them ever even claimed that the riding or speed qualities of pneumatic tires were improved by their use, or that they were even equal to the original Dunlop.

In the light of recent developments, however, this method of solving the puncture trouble can not but be considered as a makeshift, pending the result of the invention of a material suitable for pneumatic tires and such construction as would admit of repair without removing the tire from the rim—and thus sweep away all necessity for the thousand and one contrivances for getting at the inner tube. In this connection we can not omit mention of the many devices for automatic repair, as well as those having in view the prevention of puncture. Taking up the latter class first, I have yet to see any puncture-preventing device that does not, by long odds, more than counterbalance any gain in immunity from puncture by damage to the riding qualities of the tire. Many devices have been tried, from tarpon scales to a steel ribbon, and from all kinds of fibers to leather—but all are alike unsatisfactory.

Regarding the puncture-closing devices, several have met with more or less success and may eventually prove to be the solution of the puncture problem. Either of these methods works well under favorable conditions. One is the overlapping of loose layers of thin rubber on the inner side of the air tube,—known as the Torhillon method,—which layers are supposed to give way and let the puncturing object slide by and fly back, and cover the hole when the same is withdrawn, by reason of the pressure of the air and the current created through the orifice; or should the layers themselves be punctured the several holes would not coincide when again flattened against the tire case; the layers being loose they would be displaced by the entering object before enough resistance was encountered for their perforation. Another was first invented by C. H. Gray, of Silvertown, England, and is yet in use with good results. It consists of the employment of the inherent stickiness of certain grades of raw rubber—the sides of the opening reuniting under the kneading incident to riding, or in case of bad cuts, by hand manipulation. The third method referred to is the employment of the elastic quality of vulcanized rubber by molding the self-closing portion superimposed on a non-stretching backing on a curve, the reverse of what it is intended to assume in the finished tire, resulting in a condition known as compression, by reason of which the sides of a cut are held forcibly together by the elasticity of the rubber in much the same way as one would pinch it together with his fingers. This method was first patented in the United States by myself and is still in use both here and in England. It is most effective, but like the others it can not be had in perfection except at some expense to lightness. Right here I must say that with any given fabric the superior excellence of any one quality in a tire is always at the expense of some other, perhaps equally desirable. Hence perfection at all points is a dream impossible of achievement. The best that can possibly be done is an adjustment of averages for the service required. This brings us to improvements in another direction that do not appeal so strongly to the consideration of the average rider, yet affect the building of tires and consequently his comfort to a much greater extent than puncture. I refer to the question of fabric. *The fabric is the tire*, and on its character and disposition alone depend the measure of success achieved.

Soon after the first tires were made the faults of ordinary fabrics were apparent to the manufacturer. How to combine in one article rigidity and flexibility and strength and wearing qualities with the minimum amount of weight was the main problem and hardly less in importance was the necessity that the fabric readily adapt itself to the conditions and processes of tire manufacture. Each succeeding year has witnessed earnest and ceaseless efforts in this direction. The ingenuity of cloth manufacturers was exhausted in devising special weaves. Every known fiber was tested and numerous patents taken out for special methods for making up tires, but no material advance was made until 1893, when there was patented by me a fabric that swept away every difficulty and made possible the manufacture of a tire theoretically and practically as near perfection as its contradictory requirements will permit; flexible where flexibility was required; absolutely rigid where that quality was needed, and presenting possibilities of manipulation in manufacture never achieved before, of enormously greater strength in proportion to weight, and permitting repairs to be made with greater certainty and facility than the best of detachable tires. It seems to have solved every problem, both from the rider's and manufacturer's point of view. This being an incontestable fact, the parentage of the idea does not deter me from mentioning it in what is intended as a chronicle of the march of improvement in the manufacture of tires.

[Mr. Palmer makes and sells a tire, and our readers will do well to keep this fact in mind when digesting the closing paragraphs of this article.—E.D.]

**I**T is impossible, as we stand on the brink of the old year and see the new one fast approaching, not to

speculate on what the latter has in store for the trade. In our speculations we have considerable to guide us in the right path. We know that almost without an exception the many firms who make the trade, will go ahead on a conservative basis. Manufacturers, warned by last season's experience, are not contracting for all the material that they expect to use during the coming year.

The man who is confident of selling 2,000 wheels will contract for half that number of saddles, pairs of tires, or pedals. He will take the chances of not being able to get the goods when he wants them rather than the chance of being overstocked.

And prices! That is a question that is bothering many a man just now and will likely worry him all summer long. That a great many wheels will be reduced in price is a certainty. That many others will list at the same prices that governed in the past is another certainty. These latter wheels will, however, have to be up to date in every respect, will have to be very light and strong, and the best in every way that money, brains, and experience can make or they will not sell. The time is past when all wheels that look alike can sell for the same price. There have been all too many wheels on the market that sold at the same price as the best and yet did not or should not have cost much more than half as much to build. In the future wheels will be sold more on their real merits than in the past. Many of the concerns who reduce their prices will give no guarantees with their wheels or will make the guarantees less comprehensive.

There will be few material changes in patterns. Spring frames will be seen no more and the only thing will be the diamond frame and long wheel base, less exaggerated than last season. The rider will be a little more nearly over his work. In ladies' wheels, opinion seems about equally divided between straight frame and loop frame machines, as well as between double and single tube front stays.

Wheels will be lighter than those of the past season. There is hardly a maker who is not making material reductions in weight. The average light road wheel will weigh twenty-six to twenty-eight pounds.

The very conservatism that the trade is exhibiting is the very best foundation on which to base a prophecy for a fairly good season's trade next year. As a rule those houses who were overstocked during the past season have gotten rid of their wheels at one price or another and will start the new season with a clean stock. While prices were cut all to pieces, there was a vast number of wheels sold during 1893—more than ever before—and the appetite of the public for riding has been whetted accordingly. Given a good year generally, 1894 should see the bicycle trade in a healthful and normal condition.

## THE PNEUMATIC TIRE PROBLEM.

BY JOHN F. PALMER.

Some five years ago one Dunlop, a veterinary surgeon in Dublin, Ireland, having a daughter afflicted with a disease that made necessary the use of an invalid chair on wheels, in his fatherly solicitude for her greater comfort in moving about, conceived an idea that was destined to be a source of much joy and not a little grief among riders of bicycles. That the idea of air tires was subsequently proven to be old does not detract from the merit of Dunlop's invention, and it is worthy of special note that he builded so well that four years elapsed before any improvement was made over his original tire, so far as speed and comfort are concerned.

In a review of what has been accomplished, the matter of repair must take precedence, as nine-tenths of the applications for patents in the United States and Europe, for pneumatic tires, have this end in view. The major portion are for fastenings readily detachable, and the balance puncture-



**GORMULLY & JEFFERY MFG. CO.**

In the advertising office of a large Chicago concern, where the walls are filled with a most interesting collection of photographs of old-time and well-known characters of ancient and mediæval bicycle history; of manufacturers, dealers, sellers of "bicycle outputs," and old-time "potless amateurs," may be seen a counterfeit presentment of a familiar face, a little younger than than now, but easily recognized. It is indexed "No. 1," and is pointed out by Mr. Gormully as "our very first agent." The face is that



C. A. BOYLE.

Not even in their most sanguine and imaginative moments did two sturdy youthful Britons, pausing in their frolics on the rocky hills of Devonshire, in Merrie England, picture for themselves a future of such great renown. Had any one then hinted that their names might be known from end to end of this great world, he would have been rated as a merry jester.

And yet today, wherever the silent tread of whirring wheel is known, from the home of the beautiful chrysanthemum, the realm of the Mikado, and the land of the much bejeweled "Taj," over the whole of civilization to the turbulent "kingdomlet" of Claus Spreckles and Liliuokalani, are also known R. Philip Gormully and Thomas B. Jeffery—not perhaps as individuals, but as manufacturers of Rambler bicycles and G. & J. pneumatic tires.

The history of this well-known concern is familiar to all who follow affairs in the wheel world. Each recurring season chronicles the fact that some new addition or extension to its main works has been made, preparatory to an increased output for the season following. This is no enterprise of mushroom growth, but on the other hand has carefully felt its way through the cares and vicissitudes of growing industry, gaining valuable experience at the usual great cost, and is now enjoying a full measure of success, with its apex yet unsighted.

of Col. A. A. Pope, at that time Boston agent,—by the terms of an agreement of mutual benefit,—for "Ideal" bicycles, manufactured by Gormully & Jeffery. This is a matter of but very little importance at this writing, but it only tends to illustrate the pioneership of the above-named concern in the industry. That was in 1882, and they were then well established in the trade.



T. B. JEFFERY.

Away back in the year 1879 the manufacture of a close-head, hollow-forked, ball-bearing, all-steel bicycle was begun in Chicago, at 253-255 Canal street. This marks the birth of the bicycle industry in the west, and the modest beginning of the concern which furnishes the subject of this sketch. It was then "Thomas B. Jeffery, Machinist, and Manufacturer of Bicycle and Railroad Velocipedes." The first wheel was not a "high-grade racer," but the "Fairfield," and later the "Ideal," were examples of

high art in cycle building of the time. In 1883 Mr. Jeffery was joined by R. Philip Gormully, under the firm name of "Gormully & Jeffery." Constant growth crowded them out into larger quarters, first to 38 and 40 Canal street, and later to a four-story and basement factory at 222 and 224 North Franklin street—the nucleus of the present immense home of the Rambler. It was prophesied that they would surely come to grief, as the idea of maintaining a four-story and basement building for the exclusive manufacture of bicycles, "mere toys," was looked upon as suicidal. At that time this was the largest exclusive bicycle factory in the world.

The history of this company has been one of constant improvement and enlargement. In 1886 the works were enlarged by the addition of a three-story and basement building, and upon the premises was made every part used in the manufacture of bicycles except rubber tires. In 1887 the partnership was merged into a corporate firm, but with no material changes in management and business methods, and more floor space being absolutely necessary, the capacity of the factory was more than doubled by the addition of a five-story and basement building adjoining the old one.

In 1889 a New England branch house was opened at 178 Columbus avenue, Boston, and in 1890 the handsome Chicago retail store, at 85 Madison street. In 1891 the Washington (D. C.) branch house, 1325 Fourteenth street, N. W., came into existence, with territory lying principally in the south, as did the New York branch house, at Fifty-seventh street and Broadway, and a well equipped riding school was established in Chicago. The main works were this year enlarged to the extent of a new three-story and basement addition and oil plant. In 1892 the marketing facilities of the concern were enhanced by the establishment of a foreign branch house at Coventry, Eng., with agencies at London, as well as Austria, Germany, Russia, Italy, Japan, China, India, and Hawaii. The Pacific coast business was placed in the hands of T. H. B. Varney, of San Francisco. This



F. L. DOUGLAS.



R. PHILIP GORMULLY.

year witnessed the addition of a new eight-story factory, which was enlarged during 1893 by the addition of another eight-story building, making the total floor space devoted to the manufacture of Ramlers over 151,000 square feet.

The corporation known as the Gormully & Jeffery Mfg. Co. is composed of R. Philip Gormully and Thomas B. Jeffery, the former being president and treasurer, and the latter secretary and general superintendent. Mr. Gormully, while giving his attention principally to the financial and commercial departments, is thoroughly conversant with every detail of the mechanical department and in the absence of Mr. Jeffery assumes personal supervision of the entire plant. Mr. Jeffery, whose inventive genius is responsible for the designs and principles applied in the products of the company, is thoroughly "up" in applied mechanics, and is wonderfully successful in the handling of a large force of men. To him



H. D. SPORE.



J. O. BLAKE.



**CHAS. F. STOKES MFG. CO.**

Five years ago Charles F. Stokes, who was then in the sewing-machine business, bought a stock of bicycles as a side line, and in 1888 he sold 300 machines. Encouraged by this he branched out, and by perseverance and industry built up a business that is almost unrivaled in the United States. This year he sold 8,500 wheels, and his total sales amounted to \$650,000. Mr. Stokes is now president of the Chas. F. Stokes Mfg. Co., and can be said to be one of the pioneer dealers in this country. Being a sewing-machine man he interested many of his colleagues in the bicycle business, and through his efforts H. A. Lozier, A. O. Very, H. C. Martin, and D. Snitjer, all prominent members of the trade, were induced to handle bicycles. Lozier is now president of the firm of H. A. Lozier & Co., makers of the Cleveland; Very is treasurer of the Warwick Cycle Co.; Martin is one of the largest dealers in New York state, and Snitjer is a big dealer in St. Louis. So it is clearly apparent that Mr. Stokes has done a great deal for the trade. Besides his connections with the Stokes company he is president of the Union Cycle Mfg. Co.

The Stokes company are one of, if not the largest jobbing houses in the west. This last year they handled the Union, Sterling, and a line of medium-grade machines, and have done considerable to make the first two machines favorites throughout the west and southwest. They have also handled a large line of sundries. There are thriving branches of the Stokes company in Denver and Milwaukee. Next year they will make the Union their leader, and expect to dispose of at least 2,000 of these popular machines. A special line will be built for them, to be known as the Western Union. The roadster will weigh twenty-eight and one-half pounds, and will have a high frame; the head will be shortened, and the wheel will be made the popular length. The twenty-pound racers will be exact models of the wheels ridden this year by Windle and Tyler. They will also carry a fine line of medium-grade machines, and a full line of sundries.



CHAS. F. STOKES.



C. A. STOKES.



J. E. REITER.



H. C. TILLOTSON.

The Stokes company's Chicago store is a model of its kind, and here can be found everything that the average cyclist could possibly want. H. C. Tillotson presides over the retail business, having succeeded William Herrick some months ago. Mr. Tillotson is another old sewing-machine man, and hails originally from Detroit. He has been with the Stokes company for some time, traveling for them on the road part of the time, and later managing their West Side branch. He is industrious, and one of the best men in the company's employ.

C. A. Stokes, the eldest son of the president of the company, is manager of the Denver branch, and during the time he has been in that thriving Colorado city he has built up a fine trade. "Charlie" Stokes is a favorite among Denver riders, and is very prominent in club circles there. Although but twenty-three of age, he weighs 215 pounds. For the benefit of the young ladies of Denver we must say that Mr. Stokes is single.

Stokes, Sr., seems to have a great liking for sewing-machine men, for he has several of them in his employ, among them being J. E. Reiter, manager of the Milwaukee branch. Mr. Reiter started in with the Stokes company in 1888, and has been with them ever since. When the Milwaukee branch was opened three years ago he was placed in charge, and has made an enviable name for himself. Mr. Goetz, ex-secretary of the company, says that Mr. Reiter is the best man they ever had on the road. He is a shrewd business man, and the past year sold about 600 machines, mostly Unions and Sterlings.

have been granted forty-five patents. He is a regular reader of all bicycle literature, and is consequently thoroughly alive to all cycle improvements and in touch with the pulse of the riding public.

The principals of this corporation take special pride in the fact that they have gathered about them a most efficient corps of assistants, most of them grown up in their service. Albert E. Schaaf has ably guided the destinies of the New England branch since its inception, emphasizing those sterling qualities which made him a success as a G. & J. traveler. Frank S. Ray is another example of one educated to his position, having successively graduated from a Rambler agency to a position on the road and to the management of the New York branch house. L. B. Graves, a pioneer in the trade, formerly of L. B. Graves & Co., took charge of the Washington branch house when the former company was merged into a branch of the concern it had so long represented. The Chicago retail store has prospered under the able direction of John O. Blake, ex-chief consul of Illinois, and at present a valued member of the national transportation committee of the L. A. W., and chief of the bureau of stolen wheels, Cycle Board of Trade, of Chicago.

The foreign tire business of the company is looked after by James O. Gormully, with headquarters at Coventry, Eng.

C. A. Boyle, who will be remembered by the many visitors to the G. & J. World's Fair exhibit, of which he assumed charge during the last half of the Exposition, is now visiting Ohio, western Pennsylvania, and western New York agents. A. L. Atkins, well-known to the Illinois trade through his late connection with Rouse, Hazard & Co., will cover this state and adjacent territory. Geo. W. Bennett gives special attention to that part of the trade controlled by the Washington branch, and is ably assisted by J. C. Woods. G. C. Darby will, as in the past few years, keep up Rambler interest in the New York branch territory, while Charles H. Glazier will see that the New England states are kept in line. H. D. Spore, well known throughout the south, is now traveling in Texas and the southwest. Managers Schaaf, Blake, Graves, and Ray make occasional visits to

the more important agencies under their control. That part of the sales department which deals directly with manufacturers and their wants, such as tires, tool-bags, saddles, patching outfits, and pneumatic pumps, is under the personal supervision of F. J. Douglas, ex-secretary of the Kenwood Mfg. Co., and late of the F. L. Douglas Cycle Co., of Chicago.

The smaller makers and the cycling press in general owe a debt of gratitude to R. Philip Gormully, who, unaided and alone, without financial or moral support of those directly interested, by his splendid fight against what bid fair to become a gigantic trust, made it possible for them to carry on their present avocations with prospects of adequate financial returns. A victory in the United States Supreme Court on five suits, hotly contested for five long years, and involving perhaps a half million dollars, was dismissed by the press with a ten-line notice. That victory, won by Mr. Gormully at his own expense, saved thousands of dollars to every bicycle manufacturer then in existence in the United States, and added thousands to their future profits. It was a long, fierce, and bitter struggle, but pluck won the day, making for the winner a place among the "Big Three." The first to wire congratulations on the outcome was the head of the very concern which had most to lose in the fight. "Accept hearty congratulations on your plucky fight."

W. H. Wilhelm & Co., Reading, Pa., are busy just now putting new machinery into the annex which they recently built. They will have to increase their force, and thirty-five more workmen will be employed.





O. SEELY



A.W. PERRY



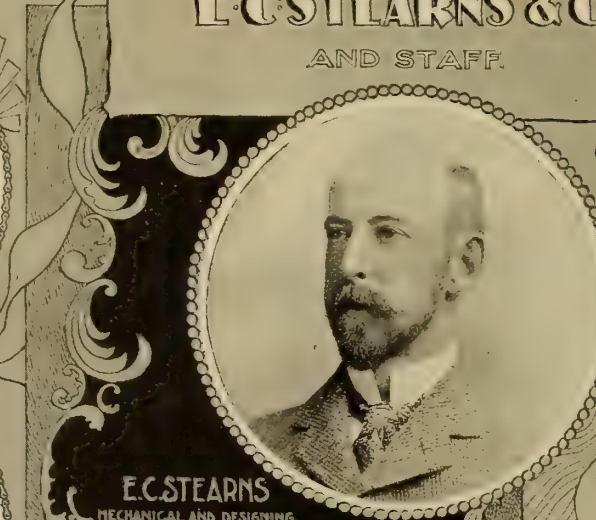
GEORGE MURRAY, JR.



W.B. SMITH



GEORGE BLASIER



E.C. STEARNS  
MECHANICAL AND DESIGNING  
DEPARTMENT



F.H. TUTTLE



H.M. WELLS



F.C. RIGGS



CHAS. B. GARLING



H.E. MASLIN  
COMMERCIAL AND FINANCIAL  
DEPARTMENT



C.A. BENJAMIN

MECHANICAL  
AND  
DESIGNING  
STAFF

COMMERCIAL  
AND  
FINANCIAL  
STAFF



GEORGE CHAMBERLIN



VAN WAGONER



GEORGE H. ARMSTRONG



E.D. BUFFUM



## E. C. STEARNS & CO.

Look into these faces. At a first glance, mayhap, you will think your delighted eyes have lighted on a galaxy of professional beauties. Not so. Here we have simply a sweeping view of the executive department of the bicycle factory of E. C. Stearns & Co., of Syracuse, N. Y., a bird's-eye picture, so to speak, of the brains of the establishment which produces the Stearns wheel. It is a popular notion that when the human mind is under pressure the brows knit and the eye in a fine frenzy rolls, but it is easy to defy detection of any such evidences of volcanic mental activity in the lineaments of this group of thinking men, from the nature of whose business, it may be guessed, they have something portentous to engage their attention. The question is permissible, Has the photographer juggled with the negative? He would probably answer by showing a negative as well as speaking one, thus uniting a visual and a vocal evidence of his sincerity and blamelessness in the matter. It is as if we had just opened the door of the firm's offices and happened to catch the whole crowd at their tasks. Possibly they were all on their best behavior when within range of the camera. More likely, perhaps, is it that when the photographer came around news had just come by telegraph from Independence, Ia., that Johnson had ridden a mile on a Stearns in 1:55 3-5. Some might say that the pictures were made on pay day. THE BEARINGS is of the private opinion that knowing that their portraits were to adorn a page in the Christmas number, every feature fell naturally into that repose, placidness, and unconscious beauty which is here depicted. Truth to tell, the men who make the Stearns have little to worry them. While their course is not necessarily the primrose path of dalliance, it takes its way along an enticing vista, from the farthest end of which the sunlight of assured prosperity streams in golden effulgence.

The fancy which played in the artist's mind when he grouped these gentlemen together in an endless chain is far from inapt. The design by no means suggest "linked sweetness long drawn out," but revolving in their several spheres, Messrs. Stearns and Maslin, and their able lieutenants, represent the efficiency of concerted action. In other words, they are the links in the chain which keep the wheels in the Stearns factory

turning. Mr. Stearns, at the head of the mechanical department, and Mr. Maslin, at the head of the commercial department, travel in a tread as well defined as that of their own machine, each performing a function in the advancement of their business as inseparable as the twin wheels of a bicycle; the responsibilities of their enterprise are as nicely distributed, and the results of their association as strong proof of the virtue of a distribution of labor. Each of the others for himself fulfills a part in the mechanism of the establishment, as rims, forks, handle-bars, sprockets, cranks, tires, etc., are indispensable to a perfected bicycle. As Claude Melnotte said to Pauline Deschappelles, "Dost like the picture?"

The keenness of trade competition creates a strife for supremacy. The manufacturer who is actuated by the impulse to make his goods represent the type of perfection in his particular line must call to his aid the choicest of all those forces which, each in its particular way, assist in the production of the perfect article as a completed whole. Keeping pace with the advancement of mechanical science, the types of machinery which years ago represented the best have been discarded for those which, produced in later days, have been the outcome of the demand for goods more nearly the embodiment of modern ideas. So the equipment of the factory producing high-grade goods today must in all essentials be the latest and best. Not only does the buyer of today expect a more perfect article structurally, but he naturally demands that its every detail shall be harmonious and graceful. All the perfected machinery in the world could not attain these results without the aid of the skillful hand which guides and controls it. Therefore the cultivation of the skill of the mechanic has kept pace with the progress in construction of machinery.

These thoughts, and more, crowded themselves on the mind of the writer

in a recent tour through the manufacturing establishment of E. C. Stearns & Co., at Syracuse, N. Y. Piloted by one of the members of the firm an interesting trip was made throughout the length and breadth of their extensive works. Although having had the pleasure of inspecting nearly all the bicycle factories in the United States, the writer must confess to his complete surprise at the perfection of every detail in the establishment. From the cutting of the tubing to the assembling of the wheel, every idea having for its result the attainment of system in the various processes of manufacture seems to have been adopted. Each workman seems intent upon his particular occupation, and, according to the guide, has been selected as far as possible for his fitness for the particular line of work in which his energies are employed.

The guide explained that this is the system carried out in the Stearns works; and the results of what might be termed this "expert" system speak for themselves in the completed wheel.

## THE LONE STAR STATE.

Perhaps there is no state in the Union about which the general impression is so erroneous as Texas. A large number of the people in the northern states, who have never visited the state, regard it as a sort of wilderness and desert, inhabited principally by cowboys. The well-known fact that a bicycle does not make a good "cow pony" has led many people to believe that about the last thing the Texans would have use for would be a bicycle.

On the other hand, "Texas is the grandest state in the Union; an empire of far greater area than that covered by all of the New England states; an empire that could hold all of Great Britain, France, and Germany within its borders; an empire which could easily support a population of fifty million souls."

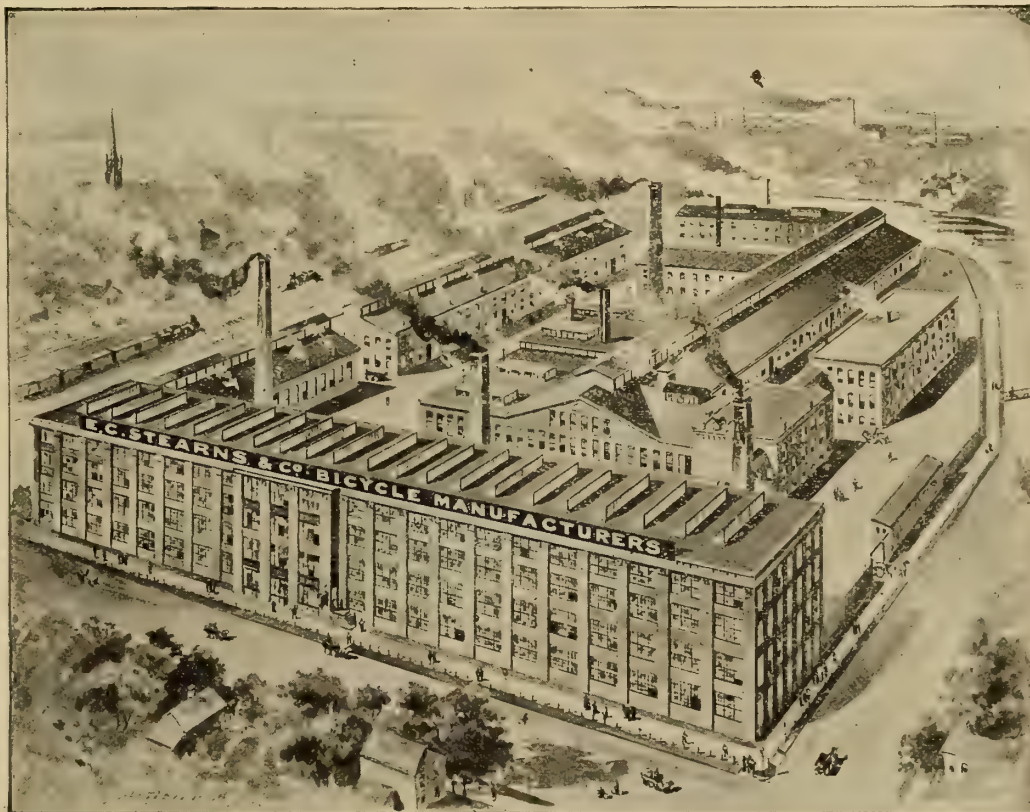
Texas has ten cities in which cycling has taken a decided hold, and there are numerous smaller towns that have made a splendid showing. Among these most interested in cycling throughout the north and east the general impression has been that southerners were slow to take hold of any new sport, and numerous theories have been advanced as to the probable cause. There are doubtless several reasons why such is the

case as regards cycling, but there is certainly no more apparent reason than the fact that manufacturers have never paid the same attention to the southern trade that they have to that in the north.

Texas is a southern state, but the same reasons assigned for our sister southern states will not apply to it. The only reason that can be attributed is the entire lack of attention, until the past two seasons, and in that time the increase has been wonderful. Two years ago there was not an exclusive cycle house within the limits of the state, and today there are no less than twenty firms who either have a separate department devoted to bicycles, or else make an exclusive business of it. To this number there will be several additions the coming season, and those already engaged are making arrangements to increase their business. In fact, the bicycle business in Texas is no longer in the experimental stage. Business men who at first thought cycling a fad that would soon die out, are now willing and anxious to invest their capital in departments devoted to this line.

Manufacturers who ventured to send a salesman to Texas did so but once a year, and no attention whatsoever was paid to the merit of agencies thus placed until twelve months had rolled around, when the agency was either renewed or revoked, as the case might be, and another twelve months allowed to elapse before paying further attention to the condition of affairs.

Texas has at last forcibly planted herself in a fair way to receive the recognition she deserves. A southern state, her population contains a fewer number of southern-born people than any other state in the south. Most of her inhabitants immigrated from north and east, and there is a constant influx of people into her borders. More attention has been paid to good streets in larger cities, and good country roads in the thickly settled counties, since cycling has been introduced, than in any ten former years





Streets and roads that were once impassable in muddy weather, are now beautifully paved with brick and shell.

Although the racing element is as yet far from developed, the Texas racing men are entitled to very favorable mention, and with the same advantage in tracks and trainers, some pretty fast time could be looked for, as some notable instances at the larger state meets will show.

The south in general, and Texas in particular, is, because of long-continued warm weather and other climatic reasons, the very best possible point for athletes to develop, and with the advent of better tracks, and the natural zeal of the southerners to keep pace with the times, it is reasonable to expect that another season will find Texas racing men doing creditable speed work.

**E. W. Hope.**

E. W. Hope, proprietor of the Sherman Bicycle Agency, is acknowledged as the pioneer among the leading cyclists of Texas, and he is the only exclusive dealer in his city. Originally from Pennsylvania, where in March, 1885, he learned to master the G. O. O., he came to Sherman in May of that year, bringing with him a full-nickeled Expert Columbia, the first high-grade wheel brought to the town, and which to the natives was a nine days' wonder. For seven years this wheel and its rider were familiar



E. W. HOPE, SHERMAN.

sights at all the race meets, and to the older riders in Texas this wheel is known as "Old Sixty."

Securing the agency for the "Columbias" soon after coming to Sherman, he sold one machine the first year, and two the next. Each succeeding year showed an increasing interest for cycling and larger sales of wheels. For six years he handled wheels in connection with other lines, but during the past three he has dealt in them exclusively, entitling him to the distinction of having sold bicycles for a



JOHN TRIELLER, DALLAS.

greater number of consecutive years than any other person in Texas.

He possesses an enthusiasm for cycling which has not waned with the lapse of years. His membership in the League of American Wheelmen dates from July 8, 1885, has been renewed every year since, and he holds first place among those who joined from Texas. He was the only member from his state to attend the L. A. W.



H. A. WOODWORTH, DALLAS.

meet at St. Louis in 1887, "Old Sixty" looming up conspicuously in the parade on that occasion. At all times prominently identified with everything pertaining to cycling and League affairs, there is perhaps no better-known wheelman in Texas today than Mr. Hope. He is now serving his third term as chief consul of his division, and was re-elected for the fourth term on the 15th of last month.

Sherman has probably 150 riders all told, between fifty and seventy-five wheels having been sold during the past season. Other agents are Hugh Perry, handling the Union line; R. A. Gibbs, agent for Gendrons; G. W. Hubbard, Columbias, and J. W. Miller & Son, who sell Rouse; Hazard & Co.'s line of wheels, with the Overland for a leader. The Sherman Bicycle Agency have had for their line this season the Keating, Victor, Cleveland, Swift, Rambler, Hartford, and Western Wheel Works safeties. Trade reported quiet at this time, prospective riders and purchasers waiting to see what '94 will bring forth. Prospects for the coming season very good. In proportion to its size no city in Texas, probably, has made such great advancement in cycling during the past nine months as has this, the

"Athens" of Texas. The great impetus given the sport in the early part of the season was in a large measure due no doubt to the visit to Sherman, in March last, of the 'round the world bicyclists, Messrs. Allen & Sachtleben, en route to New York, on which occasion they were tendered a banquet by the local wheelmen. Following this event came a remarkable interest in cycling and an unprecedented demand for "up-to-date" wheels. Sherman, unlike some other towns, has not one agent for each and every make of wheel, but most of the leading makes are represented by the few agents existing.

**H. D. Spore & Co.**

The credit of having started the first exclusive bicycle store in Texas doubtless belongs to H. D. Spore & Co., of Houston. Two years ago this firm undertook to establish cycling on a firm basis in the Bayou City, and their efforts were crowned with success. Houston has since perhaps justly claimed to be the Springfield of the south. It is in Houston that the principal race meets of the state have always been given, and the wheelmen of the state always look forward with pleasure to the date of a race meet under the auspices of the Houston wheelmen. The trade in Houston has always been equal to that of any other Texas city, and in the trade on ladies' wheels has doubtless led the south. Three



W. A. PARKER, WACO.

are no less than seventy-five ladies in Houston who ride wheels, a large number of whom own their mounts. H. D. Spore & Co. have handled most of the leading makes of wheels, but have at last concluded to pin their faith entirely to Ramblers, and now handle no other high-grade wheel.

**W. A. Parker.**

W. A. Parker, the Waco dealer, enjoys an equal distinction with Mr. Hope, but Mr. Parker's fame, in addition to being one of the most promi-

nent dealers, lies in another branch of cycling and has been achieved on the track. During the days of the G. O. O. he was almost invincible. He also acquired considerable fame as a trick rider on an ordinary. His speed showed no signs of diminution with the advent of the safety. In the season of '92, alone, Mr. Parker started in thirty-three races, and won twenty-nine firsts and three seconds. He holds the following Texas records:

Flying quarter in twenty-seven seconds, standing quarter in thirty-three seconds, and the half-mile in 1:13 2-5. The flying quarter was made against time but the standing quarter and half were made in competition. Mr. Parker's racing has all been done without any special training, and he has always personally managed his commercial interests. Parker's cycle store is among the best equipped of the kind in the south, and his trade has not been confined entirely to Waco, but has covered surrounding counties. The leading wheels-handled are the Union and Cleveland, both of which have given unlimited satisfaction.

**W. E. Roach.**

The past season in San Antonio has been the most important in the cycling history of the city. From a few cushion-tired safeties and a few straggling ordinaries the number of wheels has been increased to the hundreds. The credit for this is due in no small way to the efforts of W. E. Roach, who early in the season opened an exclusive bicycle agency in a small way. He was soon after compelled to move into larger quarters, and the increased business he here enjoyed has been fully merited by the qual-



W. E. ROACH, SAN ANTONIO.



ity of wheels handled and the uniform good treatment accorded his patrons. The principal high-grade wheels handled are Unions, Clevelands, Sterlings, Monarchs, and Imperials. Mr. Roach states that even his highest expectations have been more than realized, and that he will be in a still better position next season. He has also done considerable jobbing trade throughout western Texas.

#### A. O. Woodworth.

A gentleman who has handled wheels in a small way, but in a very profitable manner to himself, has been A. O. Woodworth, of Waco. This gentleman is a passenger engineer on the Texas Central Railway, on a night run, but spends every day in Waco. During these spare moments he has built up quite a small trade in renting wheels, and has done a considerable amount of difficult repairing. Mr. Woodworth is an expert machinist, and has also sold a large number of wheels. He handles the Rambler exclusively, and next season will move into convenient quarters in the business portion of the city, and carry a full stock of Ramblers, and all kindred parts, supplies, etc.

#### France & Theile.

France & Theile, of San Antonio, handle Ramblers and Columbias, and have sold quite a number of these well-known makes. They also carry a large supply of sundries, and their repair shop, under the supervision of W. H. Smith, is the most complete in the state. This firm also carry a large line of sporting and athletic goods. The coming season they expect to make the bicycle department of their business of the importance that the demand requires.

#### Ott & Trieller.

In Dallas, Tex., the firm of Ott & Trieller and "Victors" are almost synonymous terms. The business done by this firm the past season in Victor wheels has been almost phenomenal, but it has been none the less deserved. John Trieller, who enjoys the distinction of being the state centurion of the C. R. C., has charge of the bicycle department, and is a very popular young gentleman. The firm deal extensively in all kinds of sporting goods, in addition to making a special feature of bicycles.

#### The Dallas Cycle Co.

A firm who started late in the season, but who nevertheless caused themselves to be felt to quite an extent in the local trade, was the Dallas Cycle Co., of Dallas, under the able management of John B. McCraw. Mr. McCraw has handled Unions and imported wheels, and the number of wheels to be seen on the streets of Dallas of the makes sold by the Dallas Cycle Co. shows very conclusively that he is a hustler.

They have lately added the Rambler to their already established line. The coming season will find the Dallas Cycle Co. foremost among the exclusively cycle houses of the south.

#### MARION CYCLE CO. AND RALPH TEMPLE.

Our output is not sold completely for 1894, writes Ralph Temple. The contracts closed for the Marion Cycle Co. are as follows: Five hundred to Rouse, Hazard & Co., of Peoria, Ill.; 500 to the George Worthington Co., of Cleveland, Ohio, who have exclusive sale of the Halladay-Temple Scorchers in Michigan, Ohio, northern half of Pennsylvania, and New York state west of and including Syracuse; the E. C. Meacham Arms Co., of St. Louis, take 400 for St. Louis and the southwest; C. W. Burgman, of Logansport, Ind., the recent secretary and treasurer of the Marion Cycle Co., has exclusive sale of our wheels in the states of Indiana and Kentucky, and 500 machines have been placed by myself for Chicago trade and my agents at large, making a total of contract sales for the coming season



Halladay-Temple Scorchers.

of 2,100 high-grade machines. Our output will be fully 2,500 machines, and we expect to sell them all, and more if we can make them. Mr. Lew Halladay, superintendent of the factory, has spread himself in the construction of our '94 model. The design of lines and the bearings have received

our most careful attention, and we take the stand that there is no better wheel in the world. Mr. Halladay and myself have started a factory at Marion—adjacent to the cycle factory—for the exclusive manufacture of saddles and pedals, and we are ready to meet competition on these goods. The Halladay-Temple Scorchers will be made in two designs for the season at hand. The improved '93 model will list at \$125, and the new '94 design will sell for \$150, in all weights from twenty to twenty-eight pounds, and will be made in two heights of frames. The medium high frame will meet all requirements; the high frame will be our leader. Our \$125 model will be fitted with steel rims, unless otherwise ordered; the \$150 model will be fitted with wooden rims, unless ordered otherwise.

The saddles and pedals will be of our own improved construction. The tires used will be the Morgan & Wright and the improved Macintosh, although we will fit other makes when ordered. In deference to the public demand we have constructed machines weighing well under thirty pounds for the roughest road use, and we guarantee them to fill the bill.

My retail store and office will continue at 158 Twenty-second street, Chicago, and I am prepared to sell wheels to the whole world.

In our annual catalogue we invite the cycling public to visit our factory at Marion Ind., which is beautifully situated in the natural-gas belt. We are always glad to welcome wheelmen there, and other people too.

#### Pope Mfg. Co.

"Is that a Columbia or a safety," is the favorite question of the countryman when he sees a bicycle. So extensively have the Pope company advertised their wares for years that the average person not interested in cycling has heard of the Columbia before he learns the difference between the front and rear wheels. Col. Pope began making bicycles in the infancy of cycling in this country. He kept increasing his plant until today he is one of the leading manufacturers of the world. At his big factory at Hartford every part used on a Columbia is made, tubing, saddles, tires, and all. He has a model factory and a model wheel. The past season he turned out two popular machines. Model 30, weighing twenty-nine pounds, was the favorite mount of the club men, while Model 32 just suited those staid persons who only care to bowl along the boulevard at a medium gait. The nineteen-pound racer of the Pope company was seen at all race meets and was a popular favorite. Time was when Colonel Pope believed that records

were valuable for advertising purposes and then Columbias held all records. He introduced the colored rim fad, and "see those blue rims" was the cry that went up whenever a Columbia crossed the tape first. The cry was frequent, too.

The list price of '94 Columbias has not yet been announced and this fact is causing no little anxiety among some manufacturers, who are afraid to announce the price of their wheels until they find out what the Colonel



RALPH TEMPLE.

intends to do. We have not yet seen a '94 Columbia and do not know what it looks like, but the cycling world can rest assured that it will be up-to-date in every particular and have all the latest improvements.

#### The Kenwood Mfg. Co.

The Kenwood Mfg. Co., of Chicago, are very proud of the five medals awarded to them at the World's Fair. Awards were given them for their road racer, their rim, their ladies' wheel, their tire, and their triple valve. These documents speak louder than words, and the cycling public can rest assured that the Kenwood fully deserves all the praise that has been given it. It is one of the handsomest wheels seen this year, and has stood up well on the road.

#### D. Snitjer & Co.

Mr. Snitjer, of this company, is an old sewing-machine man, and has been in the bicycle business for years. Traveling men always try to place their wheel with Snitjer & Co., for they know that they will be pushed to the utmost by this wideawake company. The last year they handled the Fowler, Raleigh, and several other high-grade machines, and it is needless to add that they made a decided success.



#### Fenton Metallic Mfg. Co.

The outlook for the coming season for the Fenton Metallic Mfg. Co. is most flattering, and from what we are able to learn the '94 Fentons will meet the requirements of the most fastidious riders. The Fenton people will confine their efforts in the future, as they have in the past, to the highest standard of workmanship possible to attain, utilizing the very best materials that the market affords. The merits of the Fenton adjustable handle-bar are already well known. The attention paid to detail in construction is apparent throughout the make-up of the wheel, and we are informed that wooden rims will be supplied on all their machines. This wheel is rapidly growing in popularity and a careful perusal of their new catalogue, which will soon be issued, will merit the consideration of all riders who are interested in a thoroughly first-class product. The company have announced that the list price of '94 Fentons will be \$150. They will occupy Space 95 at the New York show.

#### Thorsen & Cassady.

The Thorsen & Cassady Co. have enjoyed a prosperous year, as their removal from their old quarters—where they were not a little cramped for room—into the finest quarters occupied by any sporting goods house in the west will bear witness. The double store that they occupy at 141 and 143 Wabash avenue is right in the center of the Chicago business district and is fitted up in the most sumptuous manner. While their bicycle business was not quite up to expectations, they were not burdened with any contracts



H. J. CASSADY.



J. B. THORSEN.

which they could not carry out, and had no stock of goods to carry over. The other departments of their business, however, made a far better showing than was anticipated. The staff of salesmen has been added to and now embraces Hal. W. Greenwood, C. C. Mead, C. A. Walker, H. W. Jenney, and W. Gordon Boxley. With their added facilities the company will make a strong bid for a largely increased business and if their efforts in the past speak for anything they will get it.

#### Persons & Muller Mfg. Co.

Less than two years ago C. A. Persons conceived the idea that there was room for another saddle in the American market and set about making one. He interested with him V. H. Muller and the two were soon deep in the saddle manufacture. The business increased so rapidly that additional capital was soon needed and W. J. Seidenburg and C. A. Fox were interested and the Persons & Muller Mfg. Co. was incorporated with a paid-in capital of \$21,000, with the following officers: C. A. Persons, president; W. J. Seidenburg, vice-president; C. A. Fox, secretary; and V. H. Muller, treasurer and general manager. Their line of saddles the last year was the "Century," "Tourist," "Permul," and "Light Roadster," the latter being one of the very few three-spring saddles made in this country. These goods have been so well liked and have sold so well that they have decided to make few changes in them for the coming year but will add one more to their already large line. Just what this will be they are not yet ready to say, but do say that it will be something radically different from anything that has hitherto been seen in the saddle line. It is small, will weigh twenty ounces, and will sell at a price that will make it at once popular with manufacturers. It will be shown for the first time at the New York show.

#### The Peerless Mfg. Co.

The Peerless Mfg. Co., of Cleveland, are not numbered among the "has beens" or "the would bes." They have been more than successful in the past

and are preparing for a big year's business in 1894. They will turn out a full roadster, which will weigh, all on, thirty-one pounds, and a ladies' wheel that will weigh thirty pounds. Their scorcher or road racer will tip the beam at twenty-five pounds, and they will have a track racer that will come inside nineteen pounds. Their catalogue will be out in a very short time and those who are looking for a well-built light wheel will do well to write them for a copy of it.

#### The Snell Cycle Fittings Co.

Samuel Snell first started in the cycle fittings business in London in 1879. This was the beginning of that trade practically, for up to that time there had been no firm which had made a business of the fittings and sundry trade. Mr. Snell exhibited at every cycle show held in England until the last one, but a few weeks past now. In 1884 he went to Birmingham and started a factory for the manufacture of the goods for which he then had an enormous call in London, but still retained the London store and continued to run both up to October, 1892, when he sold out to permanently locate in the United States. The successes that he had met with in his various visits to this country prompted the change, together with the growing demands of the cycle trade and the kind and courteous treatment that he had received. His company now has a well equipped plant at Toledo and Mr. Snell says expect to remain in the business as long as the cycle trade lasts or until the grim reaper, Death, interferes. Mr. Snell is confident that this gentleman will be the one who will first interfere with his business.



SAMUEL SNELL.

#### The Overman Wheel Co.

Any one who has ever seen a bicycle has heard of the Victor and is aware of the fact that it is made by the Overman Wheel Co., of Chicopee Falls, Mass. The Overman company are one of the "big three," and are a power in the cycling world. They have been making wheels as long as the memory of man goes back and they have had the reputation of turning out fine wheels. The Victor ordinary was one of the finest of its kind and was on top of the heap during the reign of these ancient machines. When the safety came into general use the Overman people were not behind the times and put on the market their celebrated spring fork Victor and later one of the best cushion tires ever made. These wheels had a remarkable sale and could be found wherever a bicycle was ridden. The pneumatic tire era has found the Victor in its usual place in the front ranks with a remarkably fine wheel and an excellent tire.

The past season has been a good one for the Victor, the Flyer, the twenty-nine-pound roadster, being a general favorite. This wheel stood all sorts of hard knocks and bobbed up serenely, none the worse for wear. A number of fine road performances have been placed to the credit of Victors. Lenz is using one in his trip around the world; Allen and Sachtleben rode these wheels the latter part of their globe trotting trip; L. H. Bannister rode one when he won the famous twenty-four-hour road race from Buffalo to Pittsburg; and McAleer has just broken the Pacific coast twenty-five mile record on one. Besides this there have been a large number of road races won on Victors. The Overman company built but few racers this year and were content to cater to the road riders who could appreciate a good wheel. Out Denver way the wheelmen swear by the Victor and large numbers of them are in use in Colorado and the far west.

The stand taken by the Overman company in announcing their '94 price before the other big makers caused a great deal of comment. They argue that \$125 is enough to pay for a wheel and that they can turn out as fine a wheel as any one for that price. Several thousand Victors were sold last year on the installment plan, the 39-cents-a-day advertisement catching many who would not have purchased wheels if they had had to pay larger installments.

#### Shelby Steel Tube Co.

English manufacturers of tubing are beginning to fear American competition and it is said that some of the English makers are already using American tubing. One of the largest manufacturers in the business is the Shelby Steel Tube Co., of Shelby, Ohio, who turn out a very superior article. Their establishment was the first of the kind in America and their cold-drawn seamless steel tubing is used by a great many of the big cycle manufacturers.



### Grand Rapids Cycle Co.

This firm have for some time past done a good business in their Clipper wheels of varying prices, and have been so much encouraged by their success that with increased facilities in their factory at Grand Rapids, Mich.,



New Clipper No. 25.

they are going ahead to increase their line and to put some very fine wheels on the market. Among their new wheels will be a twenty-four-pound wheel, which will be known as their Light Roadster No. 25. It will be fitted with wood rims, light tires, and all the latest improvements, and will list at \$150. With road tires and rims it will weigh twenty-seven pounds. Their No. 25

Full Roadster will weigh thirty-one pounds, and will list at \$135. They will have gentlemen's wheels listing at \$125 and \$100. They will also have ladies' wheels at varying prices. They have recently secured the services of J. Elmer Pratt who has long been financially interested in the company, and who has for years represented Gormully & Jeffery on the road. The company can not fail to be the gainer by this addition to their staff. Mr. Pratt will not be on the road, but will divide the management with L. T. Wilmarth. Their prospects for the coming year are very flattering.

### W. H. Wilhelm & Co.

W. H. Wilhelm went to Reading from Easton in 1871, engaging in the manufacture of paint with his brother, under the firm name of A. Wilhelm & Bro. This partnership was dissolved after eight years of more than ordinary success, due largely to W. H. Wilhelm, who had charge of the manufacturing part of the business. After the dissolution of the firm he engaged in the machine business, where all kinds of special machinery for all purposes were designed and built; a specialty was made of hat and hardware machinery, and to this knowledge in designing and building machinery is due in a large measure the success that the Reading wheels now lay claim to. He is inclined to be rather conservative, the exact opposite to his son, W. I. Wilhelm, known so long among racing men, the two extremes producing, it seems, a happy medium. W. I. Wilhelm, who for fifteen years had in charge the management of first the regular machine business, then the wheel manufacturing is well fitted to look after the work in which they are now engaged. Being practical in about all he undertakes, and liked by all who are under him, he has naturally drawn around him trusty employees; not only in the office, but in the work in the shops, there are men who have grown up, you might say, to their work, who would in the natural course of events bring success to any establishment.

### The Relay Mfg. Co.

Starting in on their third season the prospects of the Relay Mfg. Co., of Reading, Pa., look very bright. Last year's output was disposed of at very satisfactory figures and the demand for the Relay has been so great that the plant has had to be increased. The '94 Relay will be made in four styles and each one will be a beauty. The Relay will be made considerably lighter and the makers of this popular machine flatter themselves that they have the handsomest ladies' wheel

on the market. About 1,500 machines will be made the coming year.

The Relay road racer special has a specially constructed crank-axle bracket of new design, entirely dust-proof, the diameter of which is in keeping with other proportions of tubes of the frame. Another feature which will attract a great deal of attention is an arrangement by which the rear wheel can be taken out without taking the chain apart. The frame has been heightened, bringing the top tube nearly horizontal. The line will consist of five machines, the road racer special, twenty-eight pounds, \$125; road

racer, thirty pounds, with the new chain adjusting feature, \$115; the regular roadster, thirty-eight pounds, with brake attachments, \$100; and the roadster, stripped, thirty-five pounds, \$100; ladies' wheel, thirty-five pounds, with a very low frame for easy mounting, \$100.

They will also have an entirely new principle of crank-axle bracket, very wide in the bearings, yet without increasing the tread, and which will be oil-containing. In addition to all this the Relay company intend giving with every Relay, gratis, the Century cyclometer, the most compact, simple, and best made. It is hardly

necessary to say that all the material used in manufacturing the Relay will be the best that money can buy.

### The Capitol Mfg. Co.

The wrenches that the Capitol Mfg. Co. formerly turned out were among the best on the market, and now that they have turned their attention to the making of bicycles the same fine workmanship is displayed. They did not begin making wheels until this fall and have just commenced to show their new models. The Stalwart is built on handsome lines and of fine material. Their ladies' wheel is one of the handsomest seen of the '94 models.

### S. F. Heath Cycle Co.

Minneapolis has a large number of cycle dealers and nearly every wheel made is represented there. The leading house is that of the S. F. Heath Cycle Co., who do an immense business. They brought out the Heath pump last year and it was one of the best on the market. It has been improved on since then and now it is "strictly in it." Associated with Mr. Heath are F. M. Washburne and Colie Bell, and this trio have activity and life enough about them to suffice for a dozen ordinary men.

### The Sieg & Walpole Mfg. Co.

This enterprising firm is composed of Charles H. Sieg, who formerly conducted the Sieg Mfg. Co., and W. R. Walpole, late secretary of the Ames & Frost Co. This combination is a good one and they will make a line of wheels of their own, to be known as the Security, and will also handle Falcons, Imperials, and cycle sundries. The

firm makes a specialty of selling to agents for spot cash on the very smallest possible margins, and offers some big inducements in this line.

### The Bicycle Wood Rim Co.

Walter C. Sanger made the wood rim famous, and it was on a pair made by the Bicycle Wood Rim Co., of Kingsford, N. J., that he won the mile championship of England. This company were one of the first to engage in the business and they have sold large quantities of their wares. White ash is used in the construction of the rims, the makers claiming that it is superior to all other wood.



J. ELMER PRATT.



L. T. WILMARTH.



W. I. WILHELM.

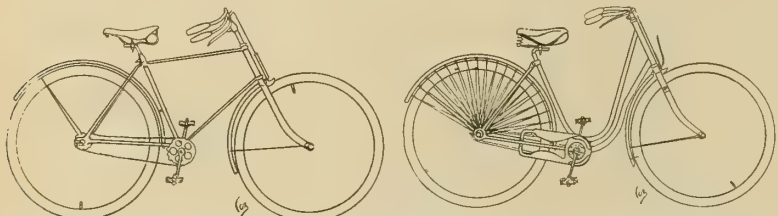
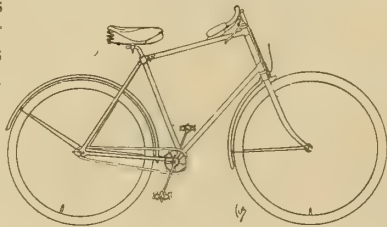


W. H. WILHELM.



#### Gendron Iron Wheel Co.

This company are entering upon their fifth year in bicycle making and the second year in producing high-grade machines. For a number of years they have had branch houses in New York, Chicago, and St. Louis for storing their finished product of children's vehicles and bicycles, as every floor of their very large factory plant is devoted to manufacturing. With a view of reducing expenses in handling their large output they will close their branch warehouses January 1, and in order to give them ample storage capacity at home they have just completed in the rear of their factory a new building 50 x 100 feet, seven stories high, thoroughly equipped for storing and shipping. It is a fine structure and supplied with all the latest devices for protection against fire. Their line of high-grade bicycles



for 1894 will consist of a ladies' wheel, a roadster, and a semi-racer. The ladies' wheel will sell for \$135, the roadster at \$130, and the semi-racer \$125.

Separate and distinct from the departments in which their fine bicycles are made they manufacture a line of children's vehicles, among which are two juvenile wheels known as the Little Scorchers and Little Princess. They are made in cushion or pneumatic tires and sell for \$25 and \$35. It has been said, and with much truth, that the retailing of bicycles should be carried on in connection with that of other lines of goods. In the making of high-grade bicycles the Gendron company are taking the rank which they have long enjoyed in children's vehicles.

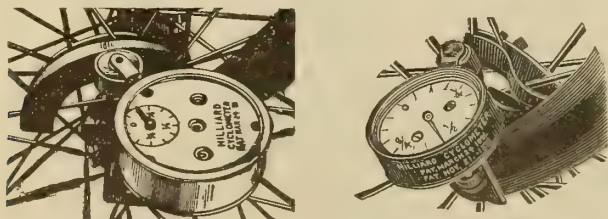
#### Hibbard, Spencer, Bartlett & Co.

This firm stand in the front rank among the mammoth hardware concerns in the country and have for years been one of the most important factors in the bicycle business. Their traveling men visit every city and town of any importance in the United States and when they added bicycles to their other lines they had a vast advantage in being able to sell at a much smaller expense than usually attends the disposal of such goods. This year they are deeper in the business than ever before, having contracted to dispose of the entire output of the St. Nicholas Mfg. Co., one of the largest manufacturers in the country, their lines including no less than seventeen weights and designs of wheels for ladies, gentlemen, and children. They have disposed of all the wheels that they contracted for in the past season and their new line will be greatly improved. They will be much lighter than before and the best grade of tubing and other material will be used.

Their leading wheel will be the Varsity, weighing thirty-one pounds and listing at \$125. In addition to this wheel there will be another thirty-inch wheel, the Courier, listing at \$100. The twenty-six and twenty-four-inch diamond-frame wheels will list at \$70 and \$50 respectively and their ladies' wheels in the same sizes at \$65 and \$50. Their twenty-eight-inch ladies' wheel, the Gipsy, will list at \$90.

#### Hilliard Cyclometer Co.

The Hilliard Cyclometer Co., of Philadelphia, are known in the trade as the leading makers of cyclometers. It is strange that there are not more people who give attention to the manufacture of this important adjunct to the bicy-



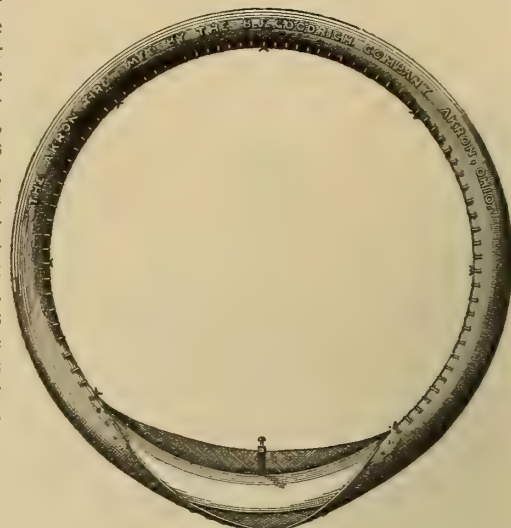
cle, but the fact can undoubtedly be accounted for by the satisfactory manner in which the Hilliard people have filled the demand for cyclometers. Their goods have always been considered as standard and it would be discouraging for any new firm to attempt to compete with them. Next year they will make two distinct cyclometers, known as the Hilliard No. 1 and the Hilliard No. 2. The No. 1 will be the same that they have sold in the past, while No. 2 will register only 100 miles and can at any time be set back to zero. This one will weigh only four ounces complete and will list at \$5. No. 1 will sell at \$7.50.

#### Wooden Rims Fitted To Old Wheels.

O. H. Collmer & Bro., of South Bend, Ind., are doing a large business in fitting old wheels with wooden rims and new tires. They use nearly all of the leading tires, such as the Palmer, Morgan & Wright, and many others.—[Adv.]

#### The B. F. Goodrich Co.

The B. F. Goodrich Co. will make the Palmer and the Akron their leading tires for next season. They will again be the manufacturers and sole licensees of the Palmer tire. Experiments have been in progress for months looking to the improvement of the Palmer and it will, in 1894, be as near perfect as it is possible to make a tire. The Akron embodies in its construction an improved fabric which imparts to the tire great strength and durability. In addition the tire is resilient and speedy, the makers claiming that it is second only to the Palmer in these respects. This tire is made only in road weights, a pair of one and three-quarter inch tires, for twenty-eight inch wheels, weighing four and a half pounds. The company has a descriptive pamphlet of the Akron, which will be mailed free on application.



Akron Tire.

#### Chautauqua Cycle Co.

The Chautauqua Cycle Co., of Jamestown, N. Y., are more than busy with their work for the coming season. They will, as in the past, do their level best to give their patrons as good a bicycle as it is possible to build. They will not attempt to monopolize the trade, but the wheels that they do turn out will be first class in every respect and will be sold at high-grade price, whatever that may be. Their line will include a light roadster weighing thirty-one pounds, a road racer at twenty-six pounds, and a racing wheel between twenty and twenty-two pounds; also a thirty-pound ladies' wheel. They have improved their wheels in a number of important details over those of the past year and are looking forward to a prosperous season.

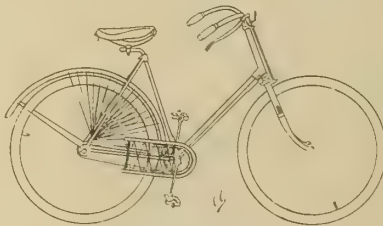
#### Warwick Cycle Mfg. Co.

The Warwick company, it is hardly necessary to say, have no 1893 wheels to carry over. They gave the trade such a shaking up the past season as it will not soon forget and now the company bob serenely to the surface with their plans for 1894. Their leading wheel will weigh twenty-five pounds and will list at \$125. It is fitted with wood rims and a new patent handle-bar, which gives quick and easy adjustment to the handle-bars to any desired position. Their ladies' wheel will weigh 28 pounds and will list at the same price as the diamond-frame machine. There will also be other models, of both ladies' and gentlemen's wheels, which will list at \$115, and still others at \$100. The company says that these prices will be maintained and that dealers need have no fear on this score.

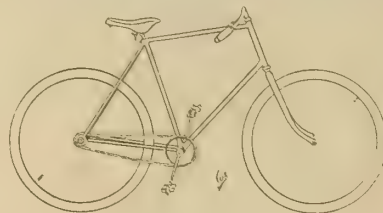
#### The Stover Bicycle Mfg. Co.

have enjoyed a prosperous year in spite of general hard times in the bicycle business. They are noted for building a wheel in which no expense is spared to make it as good as it can be made. This fact, combined with the one that they are loath to spend much money in advertising their wares, even when such an extraordinarily good medium as THE BEARINGS is presented, has prevented them from reaping the harvest of dollars that should have been their crop.

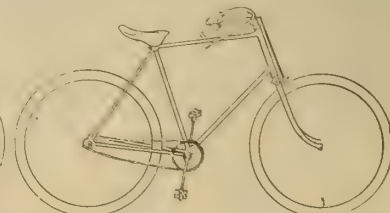
This past year, however, they have shown a nice profit, and the prospects for the coming season are good. All old wheels have been disposed of, and the firm enters the new year with a clean stock and a number of good contracts, and are confident of having a prosperous season.



Phoenix Ladies' Wheel.



Phoenix Racer.



Phoenix Light Roadster.

Only a few changes will be made in their models, the most important of which will be the building of frames two and four inches deeper than those sold in '93.



**Metropolitan Cycle Co.**

The season just closed has been more or less of an experiment with the Metropolitan Cycle Co., of Reading, Pa. They are, however, more than pleased with the success that has followed them in advancing their new ideas. Their Neversink has stood up remarkably well and they have



J. C. REBER.



J. G. XANDER.

had no complaints of the frames straining or breaking. For the next year they have raised the seat-post on all their wheels and placed on an improved chain adjustment. The Metropolitan company have just moved into their new factory and have equipped it with new special and automatic machinery. Orders for '94 are now pouring in. James C. Reber is secretary and treasurer and John G. Xander is manager.

**Penseyres & Haberer.**

One of the most thriving firms in Buffalo, the coming Coventry of America, are Penseyres & Haberer, the makers of the Globe. The senior member of the firm is an old racing man, and knows how a wheel should be built. The past year has been a highly successful one for this firm, and the Globe has met with great success on road and path. Next year they will build the Globe and the Mascot. The latter, while being a cheaper wheel, will be equal to many of the so-called high-grade machines. A narrow tread on the Globe will do away with the pedal-nut, and the pedal-pin will be screwed into the crank. Besides this improvement a very simple crank-shaft bearing adjustment and large tubing in the lower brace will be used. The roadster will weigh twenty-four pounds and the racer nineteen.

**Wm. Read & Son.**



JOHN READ.

The New Mail was one of the best ordinaries ever made, and in these days when the average rider is afraid to risk his neck on one of these things, the New Mail safety is not obliged to take a back seat for any one. Wm. Read & Son, of Boston, handle the wheel and have made a big success with it. Besides selling wheels this progressive firm do a large sporting goods business. Those who are not fortunate enough to know John Read should make his acquaintance at

once. It is almost needless to say that in the era of hard times that the trade saw the past season that an old and solid house like Wm. Read & Son did not suffer like some of the newer and weaker firms.

**A. Featherstone & Co.**

Mr. Featherstone was the first manufacturer in the United States to use pneumatic tires on his wheels and for several years was prominently identified with the Dunlop tire. The Featherstone company make and sell large numbers of cheap and medium-grade machines every year and the past season has been one of the most successful ones the company have had. Their Road King and Road Queen, selling at \$135, are their leaders and they have wheels for sale ranging in price from \$135 down to \$20.

**Singer & Co.**

Of the large number of wheels imported from England the Singer is one of the best. The manufacturers are one of the most powerful concerns in the old country. Their wheels are models of beauty and are ready sellers. They have a branch in this country at Boston where Manager W. W. Ross holds forth.



W. W. ROSS.

**Geo. F. Lutz & Son.**

Wood rims have now come into almost universal use and the bicycle failing to have them next year will not be up-to-date. Among the wood rims that have met with great favor the past year is the Hager rim, made by Geo. F. Lutz & Son, of Buffalo, N. Y. They have a very fine rim and there is a growing demand for it. The Hill Cycle Mfg. Co., of Chicago, job it in the west. Besides making wood rims, Lutz & Son handle the Rambler, Fowler, Derby, and other high-grade machines.

**W. G. Rankin & Co.**



W. G. RANKIN.

In these days when the average youth aspires to be a racing man as soon as he can ride a mile in three minutes, toe clips are in great demand, for whoever heard of a racing man riding without clips? Here is where W. G. Rankin & Co. get in their fine work. By judicious advertising they have made their toe clip famous, and nearly all the clips now in use in this country were made by this firm. Next year's clip is a really superior article. Several changes have been made, and in its new form it is sure to meet with a ready sale. The firm are looking forward to a big

year's business next year, and will be prepared to furnish their goods to all customers with the utmost promptness.

**Remington Arms Co.**

The Remington, made by the Remington Arms Co., of Ilion, N. Y., was one of the handsomest wheels on the market last year, but if we are to believe the rumors that have lately blown Chicago way, next year's wheel will surpass the old one. G. Minturn Worden, the old racing man, knows how to build a bicycle that will catch the public eye. Besides turning out a very handsome gentlemen's wheel, the Remington people make one of the best women's wheels on the market. It is light, graceful, and yet strong enough to carry a heavy woman. The firm did a big and successful business last year, and expect to do a still larger business in 1894. With such a wheel as the Remington they may well expect it.



G. MINTURN WORDEN.

The Relay Mfg. Co. are showing their '94 models.



### The Weston Pneumatic Headlight.

Frank C. Weston, of Bangor, Me., inventor of the cyclometer bearing his name, has been granted two patents on a bicycle lantern which possesses some novel features. It will be known as the Weston pneumatic headlight. It differs materially from any now on the market. A chimney is used in it, thereby making a much better flame, and one that does not easily jar out or smoke. Instead of the usual springs for the back, a pneumatic bulb is used, whereby a more universal spring is gained, lessening vibration to an appreciable extent. This device has been fully tested for the past two years, and found to meet all expectations. It will be on the market early the coming season. Foreign patents have also been applied for.

### The A. F. Shapleigh Hardware Co.

The name of the A. F. Shapleigh Hardware Co., of St. Louis, is a power in the hardware business. The firm have been established for fifty-one



F. SHAPLEIGH.

years and in that time have accumulated not a little of the coin of the realm. Last year they handled bicycles in a small way and they were so successful that they determined to carry them on a larger scale next year. They have contracted for a large part of the output of the Syracuse Cycle Co. and will job the wheels. R. W. Slusser is in charge of the bicycle department.

### Chapman Hardware Co.

The Columbia, Hickory, Sunol,

and Winton, and a full line of Western Wheel Works goods are handled by the Chapman Hardware Co., of Toledo, Ohio, and they have met with rare success. They started in to carry bicycles as a side line to their large hardware business, and it has grown so large that it promises to surpass the hardware business. Frank Chapman is one of the most popular wheelmen in Toledo and it was through his hustling that the meet held there last summer was made such a decided success.

### Cleveland Rubber Works.

This concern are marketing a new tire that has many new and novel features and is a departure from the usual style of tires. A loosely woven thread fabric is vulcanized into the rubber and the ends of the thread composing the fabric are spread through the flap, which is vulcanized to the inner tube. The outer cover is the feature of the tire. It is endless and one edge overlaps the other the width of the rim on the under side. The under flap is cemented to the rim and the upper flap is laced to the under one. The manner of lacing is unique and has been fully described in previous issues of THE BEARINGS. To prevent side slip there are a number of little raised horseshoes on the outer cover. John F. Ives represents the Cleveland Rubber Works on the road.

### American Dunlop Tire Co.

The new cotton fabric will be the feature of the Dunlop tire for next year. From reports received from England there seems to be considerable merit in the new fabric. A test was recently given two tires with the patent cotton fabric in them at Coventry, Eng. They were run 8,200 miles and then they didn't show the least signs of wear. The machine with which they test the fabric has broken up bias canvas, straight canvas, and bias cotton tires, but the straight cotton has stood all tests. Since the American Dunlop company opened up in this country they have done a very large business and prospects for next year are very bright.

The Simmons Hardware Co., of St. Louis, had a dummy on a Lyndhurst safety in their show window, the safety being driven by a motor. It was started September 6 and discontinued November 14, because the dummy had worn out his trousers. It ran twelve hours a day, Sundays excepted, and during that time covered, as shown by the cyclometer attached, 3,097 miles. An examination of the bearings of the wheel failed to show the slightest wear. This certainly speaks well for Lyndhurst bearings.

C. H. Schub, of the Schub-Warman Cycle House, Chicago, is now in 'Frisko opening up a branch house. He has secured a new store, 22 x 160 feet, in the heart of the city. This concern will exhibit at the New York show.

### Spaulding Machine Screw Co.

This concern have recently purchased the entire equipment of the old Niagara Machine Co. and are now running full handed. They make steel balls, bearing cases, coasters, lamp brackets, lugs, tees, and other cycle fittings. They also make the Spaulding pedal. Their factory is located at Buffalo.

### Hanauer & Bro.



CHARLES HANAUER.

Victors, Quinton Scorchers, King of Scorchers, Sunols, and a line of medium grade machines are handled by Hanauer & Bro., Cincinnati. The past year has been a most successful one, and large numbers of machines have been sold. Charles Hanauer is one of the oldest cycle dealers in the United States, having grown old in the business. His brother Andrew is a trick rider of local fame. The firm is one of the oldest in Cincinnati, and in the United States for that matter, and

its members are among the most popular wheelmen of the Ohio metropolis. The season of 1894 promises to be even better than that of '93 with this firm.

### Hartford Cycle Co.

The Hartford Cycle Co. are producing for 1894 a complete line of machines, without encroaching on the toy trade. They have a list of five new wheels, consisting of a high and low frame men's, with twenty-eight-inch wheels; a ladies', with twenty-eight-inch wheels and V frame; a boys' and girls', with twenty-six-inch wheels. Among changes and improvements is a longer steering head, tangent spokes, hollow steel felloes, and lighter weights. Wood rims are offered as an option on the men's and ladies' machines. Columbia "hose-pipe" tires will be a part of the regular equipment, while an inner-tube clincher tire will be offered as an option on the twenty-eight-inch machines. The boys' and girls' machines will be in the line of an innovation, inasmuch as they will be strictly high grade, embodying the same high-class material and workmanship that have been so potent a factor in placing Hartfords in the list of the most popular machines manufactured. Their catalogues will be modest yet rich and artistic; brief yet comprehensive. Copies will be ready for distribution by January 1, and they will be mailed free to all applicants.

### The Woodrough & Hanchett Co.

The Eagle has been systematically boomed in Chicago and the west by the Woodrough & Hanchett Co., of Chicago, one of the largest hardware concerns in Chicago.

They have jobbed the wheel and disposed of between two and three thousand last season. They also manufacture the Pullman. George J. Duffett is manager of the bicycle department, and is well up in the tricks of the trade.



GEORGE J. DUFFETT.

and, with G. W. Foster as a partner, opened up a commodious store at 591 West Madison street, Chicago. They have been in business nearly a year, and have done a good business. They handle the Derby, Eclipse, Union, Sterling, and a line of cheap wheels.

### Chevalier Gormully.

The senior member of the Gormully & Jeffery Mfg. Co. has been notified by the government of Venezuela that he has been created a chevalier "for services rendered."

### The Ashland Cycle Co.

H. J. Whitcomb and J. C. Whitcomb were in the sewing machine business for fifteen years, but on account of failing health were obliged to give it up. Needing outdoor exercise they started in the bicycle business,



**H. A. LOZIER & CO.**

Cleveland bicycles will be made in six different styles in '94, and from the description sent out by the Lozier company all of them will be up to the high standard of excellence for which Cleverlands are noted. The Cleveland No. 7 will weigh thirty-two pounds and will be built on the lines of last year's No. 4, with all the latest improvements, such as 1 3-4 inch canvas tires, clincher steel rims, etc. When mudguards and brakes are wanted, the cost of the articles will be added to the bill. Cleveland No. 8 will be similar to last year's No. 6 and will weigh twenty-seven pounds. No. 9 is an entirely new machine. The general lines of this machine are similar to the No. 4, but the detailed construction is changed considerably. An entirely new frame construction, rear chain adjustment, new steering head, and a greatly improved chain and sprocket-wheel will be used. The No. 9 will weigh thirty pounds. The changes made in No. 10,

space of about 40,000 square feet. This was found to be entirely too small and an addition 100 x 40 feet and three stories high was added last spring. The third floor is used for storage purposes, the second for a repair and experimental room, and the first floor for a shipping-room. Soon after this, an L was added for a boiler-room, in which were placed four 100-horse power engines. This building is 100 feet high and an electric plant of 1,000 light capacity has lately been put in a new building 25 x 50 feet, adjoining the boiler-room. A special building 140 x 40 feet and two stories high has just been put up for a tool-room. The first floor of this structure is used for working steel into rims and mudguards and this department takes up about one-third of the first floor. On the next floor is the tool room, where fifty skilled mechanics are employed.

One of the last additions made to the plant was not completed until last September. This was to extend the main building 150 feet west, three stories in height, with a one-story L in the rear 150 feet long by 50 feet deep. The



JONAS FEIGNER.



H. A. PAULL.



F. W. ENSWORTH.



H. A. LOZIER.



E. G. EAGER.



W. F. HOYT.



L. H. BELL.

the ladies' wheel, are a shorter wheel base, shorter frame head, and twenty-six-inch wheels. It will weigh about thirty pounds.

Cleveland No. 11 will be an entirely new machine and will be a real scorcher. It will weigh twenty-six pounds and have all the latest improvements. The tread will be very narrow and wood rims will be used. Outside of the rim will be placed a very light band of steel of such shape as will make a complete and satisfactory method of holding the Cleveland thread tire. The steel rim is independent of the wood rim. This machine will have a beautiful finish. The No. 12 is the racing wheel and will have the new Cleveland racing tires cemented into a wood rim. This tire will have a removable inner tube; the cover will be light and will contain the thread principle. Twenty pounds will be the scale weight of the racer.

The plant of the Lozier company is one of the most complete in the business. Last year many changes were made and now the factory can work 1,000 men and turn out 100 complete machines in one day. For three years the entire plant consisted of half the front main building with a floor

ing, it was still thought desirable to further increase the factory, consequently an addition of 100 x 40 feet, three stories high, running north on the west end, was decided upon. This building again almost doubled the size of the original factory. In this building will be located, upon the first floors, the grinding-room, and plumbing and sheet-iron work, the latter two departments being found necessary in so large a plant. About one-third of the second floor over the plating-room will be given to the buffing departments. The remainder of this floor will be used as a drilling department.

offices, milling, spoke, and filing departments are on the first floor. Two hundred men are employed in the screw department on the second floor. The lathe work is also done here. The second and third floors of the L contain the polishing rooms, employing 100 men. The leather and rubber departments are on the third floor of the main building. In the addition are the new stock-room, the new enameling-room, with enameling ovens that increase the capacity of this department to 100 machines per day, and the plating department. Upon the completion of the extension of the main building,



## UNION CYCLE MFG. CO.

There was an unexpected and an unprecedented demand for the Union early last year and the manufacturers found themselves quite unable to keep up with it. When the Warwick cut came, they had any quantity of unfilled orders on their books and their stock was entirely cleaned out. When they saw the way things were going in the cycle trade they very wisely went slowly and did not make up wheels which would have to be sold at a sacrifice or kept till '94 and then disposed of as a second line. The

result of all this is that the company feel very happy and are preparing for the '94 trade by improving their wheels in various ways. The wheel base of the new model is forty-four inches, which is a slight increase over last year's model. The length of the steering head has been reduced and now



GEORGE WOOD.

measures eight and three-eighths inches, the reason for this being that riders can get the racing position without the necessity of having special handle-bars made. The frame is considerably deeper than that of the Union P. D. Q. and measures twenty-two inches between the tubes; the upper frame and lower rear fork tubes are parallel with the ground, thereby greatly improving the appearance of the machine. The rims will be enameled crimson, unless otherwise ordered. Wooden rims and Morgan & Wright tires will be used when desired, but the Union has not yet decided what tire they will adopt for general trade.

The new Union combination pedal will be fitted to every machine. The crank attachment is particularly neat and is obtained by screwing a tapered plug into the crank axle, which is hollowed for its reception, forming a perfect and lasting attachment. Solid Comfort and Hunt saddles will be supplied when ordered, and the new one-piece tool-bag, the handsomest tool-bag ever produced, will be used.

Rubber mud-guards, when wanted, are furnished, but a specialty will be made of building the '94 model at a scorching weight of twenty-seven to twenty-eight pounds, which will be minus mud-guards. With road pattern of airtite tires and steel rims, this machine will weigh thirty-two pounds.

The tread has been considerably narrowed and is now one inch less than that of the Union P. D. Q. A very important feature is the alteration in the angle of the cones used on the bearings. The company have experimented with cones of various angles of adjustment and have at length arrived at what they consider the only correct form for this part. They have found its running and coasting qualities surpass anything they have ever tried. The best grade of tool steel only is used, which is carefully tempered in oil.

The Union company is particularly fortunate in the men it has in its employ, among whom are some of the brightest in the trade. Sketches of a few of the more prominent ones follow:

### George Wood.

George Wood was born in 1846 and has been doing his best to make the world in general and bicycles in particular run easier and give better satisfaction to all interested. His connection with cycle manufacture dates back five years, at which time he became a rider and enthusiast. Mr. Wood was made superintendent of the Union Co.'s factory in September last and at once proceeded to thoroughly overhaul all the machinery and put the factory in a state of complete repair preparatory to an increased annual output. He is now devoting his energies to the production of a Union bicycle which will eclipse all previous productions, and the next few months will see Mr. Wood a very busy man.

### A. Stainforth.

Alfred Stainforth is English, you know. He hails from Bath the beautiful, in the south of England. He dates back to 1866, since which time he has been occupied in endeavoring to elbow his way through the crowd without stepping on anybody's toes. He commenced cycling in '78 on a seventy-



ALFRED STAINFORTH.

pound boneshaker, but still gets along comfortably without crutches and is generally seen bringing up in the rear in the Needham, Mass., novice races.

Naturally inclined to mechanics, he seized the opportunity of employment offered him by J. B. McCune, in the factory of the late Springfield company at Highlandville, Mass. He entered the employment of the Union Cycle Mfg. Co. when they commenced business at Highlandville, gaining experience in the various departments, and was after some time placed in charge of repairs. He graduated from the repair shop and entered the office as correspondent. He has since been employed in wrestling with the knotty questions propounded by would-be purchasers and preparing the succulent advertisements for the various mediums in which the Union Cycle Mfg. Co. advertise.

### J. McDowell.

John McDowell is a native of the "Ould Sod," but like many of his countrymen, he was, in his younger days, anxious to see the world. He set foot on American soil in 1880, and his first year's experience of this great and glorious country so favorably impressed him that in the following year he took out his application for citizenship and became civilized. He passed three years in Boston, being then in the tea business, and during this period adopted cycling as a means of recreation, little thinking that later on he would become so closely identified with it. In 1890 the Union Cycle Mfg. Co. obtained his services as traveler, and he is well known throughout Pennsylvania and New York and the northern part of Ohio. As a steady, always reliable and conscientious worker, his equals are few. He is well posted on all matters pertaining to cycle construction, and is a natural cycle enthusiast.

He tips the scale at thirty-eight years.

### L. A. Howell.

Louis "Airtite" Howell smelled Baltimore atmosphere for the first time in the year of our Lord 1868. His life from that time until 1882 may be classed as uneventful. In that year signs of active mental development appeared and he invested in and became the rider of a "Coffee-Mill" Star. He survived, and in 1886 won his novice race, a mile event, on July 4, at Millville, N. J. (time, 3:02 2-5), on a forty-pound ordinary—which was record at that time for a novice. Later on he competed successfully with such riders as William Van Wagoner, Wilhelm, etc., in track races, but the necessity of getting down to business caused him to give up racing, in which as a rider of energy and push he might have become a shining light, a coruscating star.

In 1888 he entered the cycle business and sold G. & J. Light Champions. He continued to act as agent for various makers until 1890, when he accepted an offer from the Union Cycle Mfg. Co. and successfully drummed the Eastern States for them. He has remained with them ever since, with the exception of the '93 season, during which he repre-



JOHN MCDOWELL.

sented their western branch, the Stokes Mfg. Co. In connection with his work for the Union company he undertook the introduction of the famous Airtite tire to the trade, before it was disposed of to the American Dunlop Tire Co. He believes that he made a record in sales of this tire and laid the foundation of the enormous business now being done by the American Dunlop Tire Co. His relations with the Airtite earned him the sobriquet of "Airtite" Howell. He is back again with the Union company, "full of ginger," and his audible and melodious smile will soon be heard throughout the land.

### W. J. Greer.

Not wishing to give himself away too badly, Wideawake Jack Greer would not supply his biographer with a copy of his birth certificate. From his photo one would judge him to be in the neighborhood of twenty-six or seven years but in experience he is really an octogenarian. He is a graduate of College Green or thereabouts but it will not take long to convince any inquirer that the national color has been totally eliminated from his character. He spent five years in the woolen business and he has used the expe-



L. A. HOWELL.



rience gained in this line with great success when a doubting customer appeared on the scene.

In the spring of 1890 he entered the employ of the Bretz-Curtis Co. and traveled Pennsylvania, New Jersey, and Delaware for them, resigning his position in the fall of 1891 to return again to the fleece business. In the spring of 1893 the Union Cycle Mfg. Co. made him a favorable proposition to manage their Philadelphia branch, which he accepted, and it is needless to say that under his skillful guidance the success of that branch is assured. Mr. Greer has long been identified with athletic sports in Philadelphia. He rode his first wheel, a Star, in 1888, and his courage has never since deserted him.

#### O. W. Temple.

Oscar Wylde Temple was born at Chicopee, Mass., in 1852; he is therefore exactly twenty-eight years of age, although in his photograph he appears to be slightly older. Brought up in the furniture business, which accounts for his polished manner, he filled the homes of many with comfort, until eight years ago, when he became general manager of a Boston furniture syndicate. Early in the 80's he caught the ordinary fever, which is accountable for several phrenological peculiarities which will be noticable later on in life. About two years ago he became convinced that the cycle business presented a fine field for an active worker, and he accordingly entered the employ of the Union Cycle Mfg. Co., where his business talents were speedily recognized. He is permanently stationed at Springfield, Mass., as manager of the Union company's branch, and also looks after a large number of the company's agencies in that district. Mr. Temple is a favorite in the business all along the line, his genial and open-handed manners gaining him friends wherever his tent is pitched.

#### F. L. Warner.

Frank Longshanks Warner has been on the move since 1870. He received his education abroad and a natural liking for sports enticed him into that most alluring of all amusements, cycling. He became cycling contributor to *Sporting Truth*, an English publication, and has also written for the American cycling journals under the *nom de plume* of Philo Cycle. He has had considerable experience in the trade in New York City, and in this connection did some good work for the Premier Cycle Co., whose employ he left, highly recommended, to accept a position with the Union Cycle Mfg. Co. in the spring of 1893. A brilliant conversationalist, an entertainer of the highest class when in his best vein, it is not to be wondered that he carries success with him. When selling Premiers he often had to buck against W. J. Greer with Raleighs and Relays, the result being similar to that which occurred to the well-known two indestructible, irresistible forces coming together from opposite directions. It is extremely gratifying that these two rivals are now fighting under one flag and that flag is the Union.

#### J. J. Fecitt.

J. J. Fecitt, alias "Union Jack" Fecitt,



J. J. FECITT.



F. L. WARNER.

is another of the Union inducers Jack has been pedaling along this good while, going back as far as October 6, 1859, to look for his birthmark, so to speak. [And by the way, this must have been a bicycle.] Good naturedly and yet determinedly meeting the affairs of life, he displayed in his art work no mean ability, till at length quite casually he stumbled into the bicycle business. Needless to say he achieved immediate distinction, for his talents are such as to command success in any pursuit.

He is secretary and an active member of the Roxbury Bicycle Club, one of Boston's strongest cycle organizations; is also a non-resident member of the Lincoln Cycle Club, of Chicago. He is also a representative-at-large of the Massachusetts division of the L. A. W., a veteran centurion, and it is doubtful if Massachusetts or any other state in the Union could produce half-a-dozen men who are his equal either in general knowledge of cycle matters or having the excellent administrative ability necessary to the successful management of a large club. Being well up in parliamentary pro-

cedure, when Jack Fecitt rises to a point of order, some one has got to eat crow. He has successfully managed the Boston branch of the Union Cycle Mfg. Co. He has a tenor voice and a semi-bald head.

#### Marble Cycle Mfg. Co.

This firm is a young one with a factory at Plymouth, Ind., but they show enough energy and enterprise for a much older concern. The Smalley, the wheel made by them, "caught on" this year and for a time they had to work hard to keep the orders from swamping them. The Buck, the racer with the queer handle-bars, was a novelty that caught the fancy of a large number of racing men. Next year the Marble company will turn out a fine line of wheels.

#### Western Wheel Works.

The Western Wheel Works, of Chicago, are the boldest and largest manufacturers of medium-grade wheels in the world. Last year they made nineteen



O. W. TEMPLE.



W. J. GREER.

different patterns of cheap and medium-grade machines and sold between 40,000 and 50,000 of them without the least trouble. The Blackhawk, their leader, listed at \$135 and was as fine a wheel for the money as could be found in a day's journey. Besides the wheels, the Western Wheel Works make a tire for their wheels. They also make baby carriages and other vehicles of this sort.

#### The Eagle Bicycle Mfg. Co.

Good material, graceful lines, light weight, and aluminum rims made the Eagle one of the most striking wheels of the year. The twenty-five-pound light roadster stood all sorts of hard knocks, but very few complaints were made of broken wheels. The Eagle Bicycle Co. were always noted for the good material and workmanship put into their wheels, even in the days when the Eagle ordinary was made famous as a racing wheel by Van Wagoner and several others. The Eagle company have not been at all backward in letting the public know their intentions for next year and have announced a sliding scale of prices. The thirty-two-pound wheel will list at \$115, the twenty-eight pound at \$125, the twenty-five pound at \$135, and the twenty-one pound at \$150.

#### Louis Jordan.

Probably the largest repair house in Chicago is that of Louis Jordan, of 71 Randolph street. Jordan has been in the business for a number of years and is kept busy the year round doctoring up broken wheels. He also makes the Jordan Special, a wheel that has met with not a little favor the past year. When the Sercombe-Bolte company was in business Mr. Jordan acted as their Chicago agent. He also makes some of the finest guns in the west.

#### Warman-Schub Cycle House.

C. H. Schub created quite a sensation in Chicago this year, just after his Wabash avenue store had been burned out, by opening a new place and slashing prices until the hair of the average dealer stood on end. He did a rushing business and sold a large number of wheels. Then he consolidated with J. I. Warman, of Warman & Hazlewood, and the two are now prepared to make and job wheels next year. They have a fine factory on the North Side, Chicago, and are opening a branch house at San Francisco. Mr. Schub formerly sold Cataracts.

#### Roger B. McMullen & Co.

They are located at Chicago and make a specialty of seamless steel tubing, cold rolled steel, and manufacturers' supplies. They are United States agents for the Union Drop Forge Co., Chicago; the Indianapolis Chain & Stamping Co.; the Hunt Mfg. Co., Westboro, Mass.; Garford Mfg. Co., Elyria, Ohio; C. J. Smith & Sons, Milwaukee; the Snell Cycle Fittings Co., Toledo. Edwin Oliver is general eastern manager, with headquarters at Springfield, Mass.



### The Black Mfg. Co.

The Black Mfg. Co. are new in the bicycle business but they are going at it in a way that is bound to make success. The firm is composed of men who have had a long and valuable experience in other manufacturing enterprises that are sure to stand them in good stead in their new venture. There is ample capital back of the concern and with a man at the head of the factory who is familiar, through long experience, with the business there seems



GEORGE I. BLACK.



L. B. GAYLOR.

no obstacle in the way of their making a complete success of their new venture. W. F. Black, the president, is a member of the firm of Black & Germer, makers of the Radiant home stoves, which have a national reputation. This firm are the oldest makers of hard coal stoves in the country and have always been at the head of the industry. L. B. Gaylor, who gives the new factory his personal attention, was for a long time associated with the Eagle company and was the designer of the old Eagle high wheel. George I. Black, the company's secretary, is a comparatively young man and is an enthusiastic wheelman. He has twice toured through Europe and is a thorough judge of a good wheel. The plant is one of the best in the country and is run by good men, whom the company have spared no pains or money to get. Their wheel, the Vigilant, which will sell for \$100, is great value for the money. It will be made of the best material and will weigh only thirty-two pounds. The Tribunes will be made in four models, weighing as follows: Model A, thirty pounds; B, twenty-eight pounds; C, twenty-five pounds, and D, twenty pounds.

### Indiana Bicycle Co.

The Indiana Bicycle Co., of Indianapolis, make thousands of cheap and medium-grade machines every year, and they sell them all. From a small beginning the Indiana company have built themselves up until now they are a power in the cycling world. At the cycle show last winter Pres. C. F. Smith created a sensation by hiring several of the best men in the trade. He showed a long head and his investment has paid him well, for by having good men and good machines he has been able to do a business that is enormous. Hustling Fred Patee boomed the Indiana company's wares so thoroughly that they are now known the length of the land. The company started out by listing the Waverley, their leader, at \$150; but realizing that they could find a better market by lowering these figures they reduced the price to \$100. This figure met with favor and the Waverley became a ready seller. Excellent material was put in this wheel and it is the equal of many of the wheels that sold for \$150. Next year the Indiana people expect to do a much larger business than they did this.

### Derby Cycle Co.

The Derby Cycle Co. will place on the '94 market

a machine of most pleasing appearance. Since the riding season closed President Christy has been working hard on the '94 Derby, and is now prepared to show a wheel that will compare favorably with any on the market. Several important improvements have been made. The Pease clincher tire will be used exclusively on the Derby, and the Derby company are now prepared to supply the trade with this tire.

### The Bailey Mfg. Co.

The model of the '94 Arab, made by the Bailey Mfg. Co., of Chicago, can not be praised too highly. Finely finished and built on very handsome lines, it is bound to cut quite a figure next year. The speed-changing device, by which the gear can be changed in thirty seconds, is one of the best we have seen.

### The Bidwell-Tinkham Cycle Co.

The retail store of the Geo. R. Bidwell Cycle Co. in New York was purchased about a year ago by the Bidwell-Tinkham Cycle Co., who have since done a thriving business. When the Bidwell company failed, the Bidwell-Tinkham Co. purchased all the rights to make and sell the Tourist. Next year they will manufacture these wheels and expect to dispose of a large number of them.

### The James Cycle Importing Co.

Manager Bridger, of the James Cycle Importing Co., Chicago, is well satisfied with the showing made by the James this year. So great was the demand for these popular wheels early this summer that he had hard work in securing enough wheels to supply the demand. He is proud of the way the James has stood up, having had but few broken wheels to repair. One of the strong points about the James is the spokes, which rarely break.

### The Harris Mfg. Co.

The latest novelty to be placed on the market is the combination wrench, pump, and screw-driver made by the Harris Mfg. Co., of Buffalo. It is just what wheelmen have been waiting for and should meet with a ready sale. It is light—weighing but eleven ounces—and can be carried in the pocket, doing away with the cumbersome tool-bag. Robert Harris is the inventor of the novelty, while his brother Marks looks after the finances.

### Eclipse Bicycle Co.

The '94 Model B Eclipse will be a high-grade machine that will list at \$100. Its makers claim that for beauty and strength it will be hard to beat. It will weigh only thirty-one pounds. They will also make a boy's high-grade wheel, listing at \$75. The offices of the company are located at Indianapolis and the factory at Beaver Dam, Pa. Last year the Eclipse made a mark for itself and large numbers of them were sold in the east. The fame of the wheel has spread all over the country and the Eclipse is now as well known as some of the older wheels.



Black Mfg. Co.'s Factory.



MARKS HARRIS.



ROBERT HARRIS.



**The Hill Cycle Mfg. Co.**

This company have had a prosperous year and are numbered among the fortunate firms who have added to their bank accounts in 1893, a year that has been anything but a prosperous one for the trade at large. They have done business on a conservative basis and depended on making a first-class wheel and treating their customers in a liberal and business-like way rather than by extensive advertising and hurrah which characterized a great many concerns. They are firm believers in the efficacy of THE BEARINGS, however, as a medium through which to reach the trade and have done more than half of their advertising in this one paper. For 1894 they will follow the plan that worked so successfully during the past year and they are so well satisfied with their wheel for this year that the Fowler will be but little changed. A few minor improvements will be made but the general style of the 1893 will be preserved. As during the past season, the frames will be built in three heights and in a variety of weights for racers, semi-racers, and road wheels — twenty, twenty-three, twenty-five and one-half, twenty-eight, thirty-two, and thirty-four pounds. The price of the Fowler will not be reduced from \$150.



FRANK T. FOWLER.

President Mark W. Hill was a retired capitalist until he went into the bicycle business, but this fact did not prevent him from making a success in his new venture. For many years Mr. Hill was in the service of the Chicago & Northwestern Railroad as a skilled mechanic and the training he got in this business has stood him in good stead. Mr. Hill is very conservative and a good financier. As president and treasurer of the company he has contributed not a little to the remarkable success of the Fowler.

Popular with the trade and riding public is

to manufacture a line of medium-grade cycles, and by untiring zeal and energy has built up an enviable reputation for the Elmore cycles. Although it was the 28th day of March before they delivered their first cycle, they made and delivered 500 wheels during the season, and could not at any time fill their orders. They have improved the design of their roadster for '94 by lengthening the seat-post three inches, and have reduced the weight to thirty-two pounds, stripped. Their ladies' wheel, the "Lady Elmore," is a beautiful design, and weighs thirty-five pounds.

This company also makes a convertible tandem, which weighs fifty-five pounds, and is a most unique design. We predict for the machine a very

flattering reception, and it certainly fills a long-felt want. Their catalogue is now in the printer's hands, and will soon be ready for distribution.

**Rouse, Hazard & Co.**

Rouse, Hazard & Co. write that they are expecting one of the best seasons that they have ever had. Their business will be run on the same lines as in the past with a few exceptions. They have consolidated with the Rouse-Duryea Cycle Co. but will not

control the Duryea tire. The Sylph bicycles will be greatly improved and will be made in twenty-two, twenty-six, twenty-eight, and thirty pound weights. The spring frame will be abandoned and the wheel otherwise made very different from the old models. The Illinois state agency for G. & J. wheels will be given up, so that the firm can push its own wheels more thoroughly. They have secured a big block of exclusive territory on Western Wheel Works goods, including Illinois, Iowa, Missouri, Kansas, Nebraska, Oklahoma, Colorado, and Wyoming, and will in turn appoint exclusive agents. Sundries will be jobbed as in the past and they



MARK W. HILL.



B. A. BECKER.



H. V. BECKER.



J. H. BECKER.

Frank T. Fowler, secretary and manager of the Hill company. Fowler is a self-made man. He came from Beverly, Ohio, eight years ago and took the first position that turned up—a clerk in a dry-goods house—at the princely salary of \$4.50 a week. But you can't keep a hustler down and Mr. Fowler has been climbing up the ladder ever since. He is still hustling, but is now very near to Easy street.

**Elmore Mfg. Co.**

The above-named company was organized at Elmore, Ohio, in September, 1892, by J. H. Becker, of Buffalo, N. Y., and consists of H. V. Becker, president; B. A. Becker, treasurer; J. H. Becker, secretary and manager. J. H. Becker was instrumental in organizing the Buffalo Wheel Co., of Buffalo, N. Y., and filled the position of secretary and manager for that company during the season of 1891-92. Mr. Becker left the Buffalo Wheel Co.

will continue to buy and sell job lots of wheels. These wheels will be sold to agents at prices which will enable them to compete with the prices the firm makes on the goods to the retail trade. Their mail order business has always been a big feature and will of course be kept up, and they will continue their "cash or time" system.

**Geo. W. Shamp.**

Geo. W. Shamp, of Buffalo, will place a line of fine saddles on the market next year. He has been working on the designs of four new styles and is confident that his saddles will meet with the approval of all riders. Besides turning out saddles he has designed a handle-bar-former that is needed in every repair shop. By its use he can bend bars of any gauge tube cold.

The Metropolitan Cycle Co., of Reading, Pa., have just removed to their new factory. A number of changes will be made in their wheels.



## AN EXPERT'S VIEWS ON ADVERTISING.

BY T. I. L. FORBID.

"Does advertising pay?" Have you ever read a dissertation on this most important and much abused subject which had not for its introduction this useless question? Useless at this late date, when all the world should be able to give answer; but failing, has but to turn to myriads of happy and substantial results of advertising, and be convinced.

"Does advertising pay?" Yes. Or perhaps 'twere better answered yes and no. The question forces itself uppermost in mind upon sight of that abomination, that eyesore on the public thoroughfare, the Sandwich Man. Study his haggard face, pinched with hunger; those sheepish eyes, seeking cover beneath sagging hat-rim, fearing recognition by friend or neighbor; see that rugged frame, unused to menial duties such as these; the shabby frock, reminiscent of better days; the haunted look; imagine a heart bowed down with daily expectancy of grim death's unwelcome—mayhap welcome—visitation, and ask again the question. Echo answers "Yes," even sandwich advertising pays that man, whose loved ones at home cry out loud and long for food and warmth. As for the philanthropist who foots the bill, his may (?) be a future reward, credited against judgment day, but doubts assail us.

### All Advertising Pays

some one—much of the time the publisher only. Some advertising can never pay the man who signs the checks. Dealing more particularly with bicycle advertising, it is self evident that the bicycle paper is the medium par excellence for reaching the buying public. Its clientele require no seductive arguments in favor of the wheel as a health-giving and pleasurable vehicle of utility and recreation. By all means the bicycle advertiser should keep in touch with the rider. He may not now be the possessor of the "best" bicycle—meaning the particular one which the advertiser manufactures or sells—but may be induced by honest and persistent arguments to make a change. Such things are known to have transpired. Keep the rider interested, particularly in bicycles. Educate him to a realization of that long-felt want, so admirably filled by those articles of sundries in which you are especially interested.

No new "sundry" can be successfully launched upon the market without advertising—the more the better. Cause a rider to know or believe that life, especially life awheel, would be one long regret without that combination oil-can, lunch-box, and tire-inflator, and rest assured the agent will, purely out of self defense and for his own peace of mind, favor you with at least a sample order. If the thing advertised has merit, the dealer will push its sale, and consequently more orders will follow.

### The Foundation Stone

of successful introduction is advertising, and not in homeopathic doses either. But, lacking merit, the advertised article can never become a success as a seller and a money getter. First procure the good thing, then send out good dollars to bring back more good dollars. Should the commodity which you wish to market lack merit, better far save the price of purchased publicity—it will represent a larger sum total than your possible profits. Immediate results of introductory advertising are very much to be desired, seldom attained, and except in isolated cases the profit on such returns will hardly pay the publishers' bills at first. Hence the necessity of keeping at it, if not everlastingly, at least as long as the bank balance will permit. It takes money to get money. Money spent in advertising in carefully selected mediums is bound to be returned many fold. It is not expense, but investment; and if properly coached, a safe investment.

Advertisers should look not so much to immediate small profits as to that prestige, the heritage of judicious advertising, which will eventually compel recognition in the commercial world. Time was—and not so many years ago—when Pope was known locally only, and the synonym "G. & J." conveyed no suggestion as to its signification. Liberal advertising has changed all this and today the mention of either name, in almost any portion of this great world, immediately suggests Columbias or Ramblers. Perhaps the most telling illustration of latter-day advertising successes in the bicycle industry are the "names" which those young concerns the Hill Cycle Co. and the Stearns Co. have made for themselves in less than two years.

If your advertising appropriation be limited, all the more reason why you should look well to its disbursement. Select a proper soil in which to sow the seeds that should bring you returns tenfold, and make glad the heart with sight of an empty storehouse and a fat bank-book at the season's end. Confine yourself to those mediums which have a

### Bona Fide Circulation.

particularly a *paid* circulation, with, perhaps, a none too great number of sample and trade copies. Strive to reach the purchasing public, then inter-

est them. They will, in turn, compel your recognition by the dealer. Advertisers in high-class wheel papers, of which THE BEARINGS is a conspicuous example, can not go far wrong. There are a limited number of other good mediums of this same class, but inasmuch as THE BEARINGS claims to reach the cream of the earth, and part of Kentucky, I will not tempt the editorial blue pencil by going into details. There are a goodly number of so-called bicycle papers, purely local in their scope, whose circulation and prestige hardly warrant the expenditure usually called for by their cards of rates. Others there are, if recent published statements are warranted by facts, whose only mission is one of blackmail and extortion. For the sake of the trade and reputable press, may their number grow less. And right here a suggestion comes to mind. Is it not incumbent upon legitimate bicycle papers, for their own protection and that of the trade whose interests they assume to serve and protect, to drive these carrions from the field and prevent their encroaching upon rightful preserves?

There are a number of things to be considered in buying advertising space and placing bicycle advertising. First, circulation; second, quality of circulation; third, general make-up; fourth, rates. We place the cost last for the simple reason that it depends entirely upon the other considerations mentioned. Circulation is, of course, the desideratum. The best paper in the world, without a circulation, would be worth nothing as a medium of publicity and promotion. There are circulations and circulations, good and almost worthless. A free, or "give away," circulation is of comparatively little value to the advertiser. No publisher should object to proving circulation.

### Quality of Circulation

is gauged largely by the subscription price and general worth and style of news and other reading matter, which is the life blood of any medium. One thousand circulation at \$2 or \$3 is worth more to the advertiser than 1,000 at 50 cents per annum, or than 1,500 gratuitous circulation. There must be a money value attached to a periodical for which \$2 or \$3 per annum is paid, when 50 cents per annum will bring, apparently, a like publication. We prize more highly what is dearly bought. That is human nature.

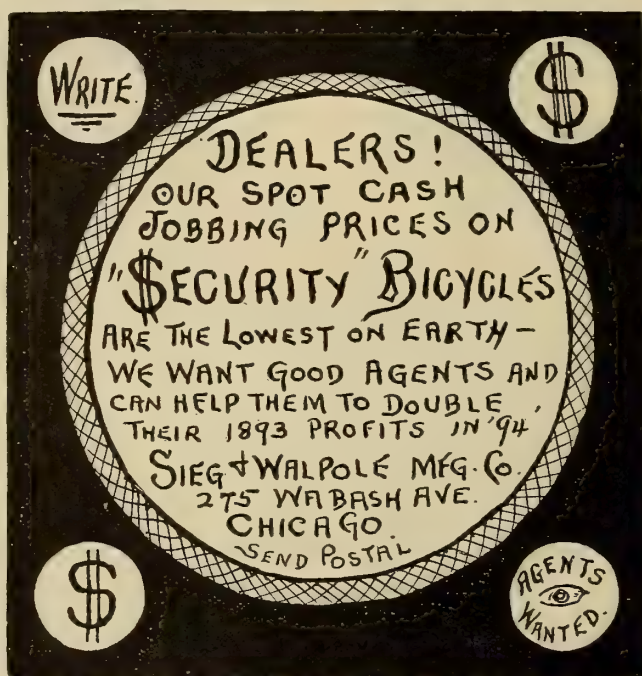
A medium catering to the intelligent class of readers should be neat and tasty in its make-up. It should be printed from neat, readable type, on a good quality of paper. It should be illustrated, but only high-class illustrations should be allowed within its covers—such, for instance, as come from the pen of a Cox or a Merrick. A low-caste illustration is worse than none. It is an insult to intelligent readers. News items of special interest to wheelmen should be profuse, and above all up-to-date. Its editorials and contributions should be of the highest order, its trade news authentic and instructive. All

this means great expense, which in turn indicates prosperity and "push." Prosperity comes through support of readers and advertisers. The advertiser—especially the bicycle advertiser—appeals to the intelligent and liberal classes, and the liberal and intelligent classes are willing to pay the higher subscription price for value received, for the same reason that they will buy a high-grade \$150 bicycle, knowing that a bicycle can be purchased at a price one-third less. A paper made up entirely, or for the most part, of clippings, with or without credit, is indicative of a sad lack of mental pabulum, energy, and originality, unless, of course, it occupies a position similar to that of *Public Opinion*. There is no field for such a bicycle paper.

### Equity of Rates.

as before stated, depends upon circulation and quality of circulation. A rate of \$25 per page may be very reasonable, while \$5 per page may prove to be an extortionate figure. It is far better to go into a few mediums of established worth, at high rates, than into a large number of less worthy ones at apparently low rates. After buying advertising space intelligently, only half the battle is won. The greatest possible use should be made of that space. Fill it judiciously. Get the worth of your money out of it. It is not enough that your advertisement appears in the space for which you have contracted, week after week, month after month. An advertisement in a weekly wheel paper, to be effective and paying, should be changed each week, or at least every two weeks or a month. There is no excuse whatever for running the same copy for a longer time. Some things can be advertised that way, but not bicycles, and in a medium where hundreds, perhaps, of other bicycle manufacturers are bidding for buyers. Change the face of your advertisement, and change it often. Attract attention to it especially. There are various ways of doing this, but the best is a frequent change.

An advertisement should be well written, attractive as to composition, and should, above all, be instructive. It is possible to impart information by inference. "Sometimes the best way to say a thing is to hint at it." For example, chronicle the results of races and prizes won on a certain make of bicycle, and you hint at the speed capabilities of that particular machine. To print without comment a short-winded, but not too gushing, testimonial





in the shape of an interesting account of an especially meritorious performance of wheel or tire, is more effective than if the same were accompanied by voluminous explanations of the point or points which you aim to bring out.

Slang and undue familiarity in an advertisement is extremely bad form. Elegance of diction, with an avoidance of far-fetched references and display of "encyclopedic larnin'" and Websterian vocabulary, should be cultivated. You are, or should be, talking to the better class of people. They can see right through you at a glance. Simplicity is the thing.

#### "An Honest Tale Speeds Best."

honest not only as to statement of facts, but told in good, honest, plain English. Avoid personalities at whatever cost. A boomerang lurks in each personal reference, innuendo, threat, and it will surely turn upon the offender. Criticise the wares of a competitor or attempt to throw discredit upon his statements, and you only call attention to his advertisement and to his goods—give him valuable free advertising at your expense. It has never been known to fail. We regret to say that this sort of thing has been resorted to in high places in the advertising and bicycle world, among people whose judgment should have told them that they were only playing with fire. We notice also a tendency to quote scripture, generally among people who are known to have little regard for it. This is unprofitable. The practice is offensive to the average intelligent person. It is bound to create a negative effect; will never make a sale, but may lose many. Some people have an honest regard for things scriptural and object to seeing them handed about by punning "ad" writers.

Too much attention can not be paid to the setting up of an advertisement. The compositor in the average newspaper office is very apt to have some queer ideas of his art as applied to advertising composition. Looking over the advertising pages of THE BEARINGS we are led to believe that not a little care has been exercised in the selection of competent compositors; in fact, results show them to be above the average.

It is well to

#### Cultivate a Style

of one's own. A little observation will disclose the fact that the advertisements of those concerns who make a study of advertising, and support a special advertising department, have a style peculiar to themselves. For instance, the Pope Co.'s advertisements, which by the way are not quite up to the old standard of late, and not often enough changed, deal with dignified statements and declarations, set for the most part in large lower-case type; while those of the Gormully & Jeffery Mfg. Co. have a marked simplicity quite their own, usually set with plain gothic headlines and without ornamentation other than plain rules. The Overman Wheel Co.'s advertisements, with that splendid border of Powell's, are always recognizable. If any fault were to be found with them it would be that perhaps those sketches and wash drawings of Miles' throw in the background the plain facts and figures which are cast out as bait. The Union Co. seems to be partial to high ornamentation, owls and brownies coming in for a fair share of attention. Perhaps now that Manager Stainforth has become a benedict and settled down he will not be so familiar with owls and their habits. The Stearns Co., philanthropists that they are, give up their space to telling "how to do it," and having passed the Union people in the spurt have been filling space with records, all but clinched, only to be nipped at the tape by G. & J. In the late Stokes' advertisements we miss the "Herrickisms." We must confess to a willingness to miss such innovations in the art as "hot dog" and "red hot."

Some very funny things spring up which are directly chargeable to the innocence of the compositor as an "ad" artist. In looking over the programme of an eastern race meet we came across a page on which were printed two different "ads" in the same short column, separated only by a three-parallel-line rule about one inch long, giving the two quarter-page "ads" the appearance of one continuous "ad." The matter ran thusly:

### FIRST NATIONAL SALOON,

1018 MAIN STREET,

Choice Wines and Liquors.  
Wheeling.

### WHEEL NEWS.

ED. I. TORIAL, Proprietor. New York. Chicago.

In the same programme two half-page "ads" appeared on the same small page. On either side of the one-inch-long dividing rule were these words, the catch lines of both advertisements:

FAMOUS

POT

PIES.

DIAMONDS.

WATCHES.

JEWELRY.

and this too in an amateur race meet programme. But perhaps the spirit of the ridiculous ran riot in this "issue," for on a following page we are informed that the "HUB" is the "LARGEST" "AND ONLY" clothing in the state, which latter qualification simply went to prove the former.

The subject of advertising is far too exhaustive a one to be more than merely touched upon in a rambling article of this nature. It is an art which, though yet in the cock crow of its possibilities, is as old as time, and as firmly fixed upon the world of commerce, as an absolute necessity, as the

Rock of Gibraltar. The serpent advertised the original fruit business so effectively, even through a very limited circulation, that the devil's business has been on the rapid increase ever since. From that first advertising venture up to the time of the grand climax—the World's Columbian Exposition, whose success was assured by Chicago pluck and patriotism, and the good work of its advertising department, under the guidance of that prince of promoters "Mose" P. Handy—advertising has been directly responsible for all great successes. Advertising has become a second nature. There is advertising everywhere. The church rears its spire that all may be guided to it. Singing birds and sweet breathed violets tell the world that spring has come. The newsboy cries his "extras," and "old rags, old iron," with its nasal accent, occupies a top-of-column position in the ears of suffering humanity. The man who declares that "advertising does not pay," puts up a flaring sign over the door, decorates his delivery cart, and prints a price list on his wrapping-paper. Even the doctor, the ethics of whose profession preclude all thoughts of advertising, displays a handsome doorplate, bearing name and office hours.

And so proofs galore might be submitted *ad infinitum*. If any there be who doubts the efficacy of advertising, let him study the successes of those who do, and the failures of those who do not, believe, and straightway be convinced.

#### McKee & Harrington.

It is not without feelings of pride that McKee & Harrington recall the fact that as long ago as 1880 they received a first premium for the excellence



JOSEPH M'KEE.

of their bicycles. The firm have been making Lyndhursts ever since and they are still in the front rank. Joseph McKee is one of the oldest wheelmen in the United States and one of the charter members of the famous Kings County Wheelmen, of Brooklyn. He originally took up riding for his health. He has toured through most of the European countries and is well acquainted with the ways of the trade in those countries. He has the entire management of the commercial end of the firm's business, while his partner, Charles F. Harrington, looks after the mechanical part. A large

measure of the success of the Lyndhurst is due to his mechanical and inventive ability. He daily rides a wheel of his own manufacture, shod with a tire of his own make, and fitted with wood rims of which he is the father. E. T. Ivimy has charge of the credit and general management of the office. W. H. Kirkpatrick, as in the past, will represent the firm on the road, and Paul Grosch, well known as a racing man, will also help dispose of goods. All their 1893 stock has been sold and they are starting in with a completely new line, among which will be found an eighteen-pound racer; a twenty-two-pound semi-racer; a twenty-seven-pound light roadster, and a thirty-pound ladies' wheel, which is fitted with an improved mud and dress guard made of very fine cane, which in connection with the wood rims finished in the natural color makes a very attractive mount for the fair rider. They will be at the New York show.

#### SITUATION WANTED.

A young man twenty-eight years old desires a situation with a good, reliable company. Am now engaged with a well-known bicycle manufacturing company and desire a change for personal reasons only. Am thoroughly acquainted with the cycle business in all its branches, buying, selling, manufacture, advertiser, manager of office, correspondent. Thoroughly informed as to high-grade cycle building as one without mechanical or technical training. Address: A., care BEARINGS.

[The above applicant for position is personally known to the publishers of THE BEARINGS, and we can back him up in what he says.]

Our '94 line will surprise you. Will have everything in the bicycle line Repairing at short notice. Sterner Cycle Co., 597 Madison st., Chicago. [Adv



### The Munger Cycle Co.

L. D. Munger, having ridden a wheel since he was knee high to a grass-hopper, and being a practical mechanic and designer, knows exactly how a machine should be constructed. He designed the Imperial, and advertised it extensively in his racing career in '92. After he left the Ames & Frost Co. he went with the Century Cycle Mfg. Co., of Indianapolis, and drew up the plans from which the Arrow was built. After he left this firm he determined to branch out for himself, and has just started a factory at Indianapolis, and will turn out a twenty-two-pound road wheel next year that will be fit for a king to ride. He has plenty of backing, and should succeed in the new venture.



L. D. MUNGER.

### J. E. Poorman.

Gen. Joe Poorman has a national reputation. He is a hail fellow well met, and is the most popular dealer in Ohio. He inaugurated the celebrated Poorman road race, which is now second to the Pullman in size and value of prizes. General Poorman handles the Union, Sterling, Warwick, Cleveland, Columbia, Raleigh, the Falcon line, and a line of medium-grade machines made especially for him.



J. E. POORMAN.

### Wilson, Myers & Co.

The Liberty can be classed with the leading wheels of the year, for it had a remarkable season. Manager Bretz is more than pleased with the way it has caught on and thinks that '94 will be a fine year. The list price of the Liberty has not yet been announced, but the public can rest assured that it will be a popular one. The Liberty's record on the road this year has been a good one. When L. C. Wahl made his record ride between Baltimore and Washington his mount was a Bogie Man. This is only one of the road performances credited to the Liberty.

### Indianapolis Chain & Stamping Co.

It may not be generally known that there is but one company in the United States who make a specialty of chains, but this is a fact. The English makers had a monopoly until the Indianapolis Chain & Stamping Co. entered the field. The company are now making nearly all the chains used in the United States and supply nearly all the leading wheel manufacturers in this country. There are several makers who make their own chains, but the Indianapolis company do a very large business. They have the largest factory of this kind in the world.

### The Geo. Worthington Co.

One of the largest jobbers in Ohio is the Geo. W. Worthington Co., of Cleveland. They handle Fowlers, Ariels, Clippers, and a number of other high-grade wheels, besides carrying a fine line of medium-grade machines. They did a fine business this year, selling a large number of wheels, and are now preparing to make even a better showing in 1894. Mr. Rudd, who has charge of the bicycle department, thinks that business next year will be good and that there will be a great demand for wheels.

### The Providence Tire Co.

A new corporation has been lately formed in Providence, R. I., under the name of the Providence Tire Co., with a large capital controlled by some of the wealthiest and sharpest business men of that city. The president is the Hon. Ellery Wilson, ex-speaker of the state house of representatives and chief owner of the great Rumford Chemical Works. The manager is E. A. Godding, late of Whitten & Godding.



E. A. GODDING.

This corporation has control of a pneumatic tire with two inner tubes,—one being drawn through the other,—having independent valves, so that when the first inner tube is inflated (the same as ordinary inner tube tires), the second or reserved tube lies uninflated in the hollow of the rim, away from all danger of puncture. In case of accident, the reserved tube can be easily inflated, forming a perfect tire. Should this reserve tube in turn become damaged, it can be again inflated, so that the two punctures will be displaced, the outer tube forming a patch for the puncture of the inner tube.

These double tubes are made of pure Para rubber, somewhat narrower than the ordinary single ones, and have no extra weight. The tubes are so constructed that they may be as easily detached from the shoe and mended, as the single ones now in use. They are made for road, track, and racing purposes, and can be readily adapted to any single-tube or hose-pipe shoe now in use.

The shoes manufactured by this company are made detachable or cemented as desired, and are of similar style, weight, and shape as the present shoes. The two valves on this tire are small and neat, and make a perfect balance to the wheel. These tires have been tested by leading experts and riders throughout the country, and the company are already at work on several large orders from leading manufacturers and dealers. Double or single tubes are sold independent of the shoe if desired; also valves, stems, etc.

The simplicity of construction, lack of complication, elasticity, style, weight, quality, and durability of these double-tube tires will tend to make them very popular this coming season. The Providence Tire Co. are to exhibit at the New York and Philadelphia cycle shows in January, with a full line of their tires. They have adopted a motto in all their printing, as follows: "Tis better to have and not need, than to need and not have." Also a special heading, "The Puncture Difficulty Solved."

### The Newton Rubber Works.

F. W. Heustis, of the Newton Rubber Works, of Boston, has invented one of the best tires now on the market, and his firm propose to push it for all they are worth. This tire is detachable, and combines lightness with strength; it does not creep, and can be fitted to wood rims. The tire has already been favorably commented upon by many of the largest wheel manufacturers in the United States. Its simple construction, absolute freedom from creeping, combined lightness and strength, and the simple method of engagement should commend the Heustis tire to the trade and riding public alike.

### Mason & Mason.



JOHN MASON.

Mason & Mason, the oldest established house on the West Side, Chicago, did a profitable business last season and met with decided success in selling Thistles, Columbias, and Stearns. The first-named wheel they made their leader, selling most of the output of the Fulton Machine Works. By treating all comers courteously this enterprising firm have built up a large business on the West Side and the riders in that part of the big town all swear by Mason & Mason. John Mason has been before the public for years. At one time he did considerable racing and established an American twenty-four hour road record. George Mason

was for years the popular treasurer of the Illinois Cycling Club.



**THE HOLMES CO.**

**PRICES AND QUALITY.**

BY ROVER.

The Holmes Co. consists of Edwin Holmes, president; John Holmes, treasurer; and Herman W. Friend, secretary. Mr. Holmes' career is a part of the business history of Boston and dates back before the war. The present business was started in 1877 by Mr. John Holmes and was under the style of Holmes & Co. At this period their line was different from what it is today but with the change of the times the business went in another direction, and in April, 1885, Mr. John Holmes took out patents on Union underwear and commenced its manufacture, also making bicycle and athletic garments.

Although crude at first, each year since has been marked by the advent of new patents, improving the garments in style, fit, and texture. Extensive advertising and experiments necessitated more capital and his brother Edwin Holmes became interested financially. The increasing sale of their Union underwear and bicycle and athletic garments called for a larger factory, and removal was made to a new building at 109 Kingston street, and in February, 1892, the business was put into a stock company and capitalized at \$200,000. At this

During the past six months much has been written, and more said, about prices. Quality seems to be a secondary consideration. To many people a bicycle is a bicycle; they couldn't tell a hundred-dollar wheel from a fifty-dollar one, if equally finished. This class are slaves to the opinions of paid amateurs; they never take into consideration the length of time a firm have been in the business, the quality of goods produced in the past, the class of work they do, or in fact anything that should be taken as an index of what they produce.

It costs something to produce goods that are *right*, and it costs more to prove to the public that they are right. It takes time, patience, perseverance, and energy. A first-class article can not be made and sold at a second-class price. A "season" article of any kind can not be manufactured and sold on close margins. Large capital is required to run a factory on an economical basis. To produce 3,000 or 4,000 bicycles requires a large and expensive plant. This plant must be run about eight months of the



EDWIN HOLMES, President.

time the above-named officers were elected and are still in office. The president, Mr. Edwin Holmes, is not active in this enterprise, his time being occupied in developing and conducting the large business of the Holmes Electric Protective Co., of which he is president. Mr. Herman W. Friend, the secretary, is an active young man, with a large acquaintance in the trade, and has had a dozen years' experience in another manufacturing business. His leisure is divided between cycling and yachting, and



JOHN HOLMES, Treasurer.

year with no cash returns from the product. The factory cost of a good bicycle is twice what the average non-rider thinks, and over 75 per cent. of that cost is labor. Labor *can* be bought at \$1 per day that *will* produce a bicycle, but what would be the value of that wheel? Labor that costs \$3 per day will produce a much more valuable wheel for practical purposes. A large amount of this labor is special work and requires a man who has "served" some time before he is fully qualified to be



A corner of The Holmes Co. factory.

many souvenirs of races won hang in his office. To this company belongs the credit of first putting on the market Union underwear and ribbed bicycle and athletic garments. Sweaters manufactured by them are used in various outdoor departments of government service. This comfortable garment is also adapted to ladies' wear by a narrowing at the waist to fit the figure. It has a large sailor collar and is laced down the front,

trusted with it; then he commands a good price. Material is of little consequence so far as cost is concerned; the difference between good and poor stock would not amount to \$5 per wheel, and would not pay a maker of a thoroughly first-class wheel, which he intends to sell to customers to use.

With concerns who manufacture wheels for jobbers, and sell them on close margins, it is different. This class of goods are in most cases made of poor stock and by cheap labor, and are sold on margins which are so small as to tempt and induce the maker to use boy labor at 75 cents to \$1 per day. In fact, I know of factories that employ girls whose services are worth \$3 to \$4 per week. A jobber's wheel may be all right, but the writer has never yet seen one that was really first-class in every detail. The jobber sells it at a list equal to the leading makers, although he buys it for less than half what the average agent pays for a standard make. It is the jobber and his dissatisfied customer who are to blame in a large measure for the present condition of prices. The average rider will pay \$125 for a \$150 jobbers' wheel, on which there is a profit of \$80 to the jobber and agent,—neither of whom spend a dollar to promote the sport or employ



H. W. FRIEND, Secretary.

which permits of putting on without disarranging the hair. Some ladies' colleges have adopted this garment for use in the gymnasium and on the field. Many specialties are noticed in their new catalogue for the coming year. Their garments are high grade and made in a superior manner, and are all that skilled operatives and critical inspection can make them. At all fairs where these goods have been exhibited they have received the highest award.

The bicycle is every year gaining favor among military men. Prejudice long stood in the way of its adoption in the army, but this prejudice is rapidly giving way before common sense and practical tests.



S. P. CURTIS.



legitimate methods in selling,—rather than pay a first-class maker, who spends \$40 per wheel on a bicycle that actually costs twice as much as a jobber's wheel, and who really makes less profit per wheel by reason of his large expense in making and selling and in satisfying his trade.

The season of '94 will see a large quantity of jobbers' wheels on the market. These wheels are being bought now at very low prices, as low as \$35 in large lots. They will be listed at \$150 or whatever price is set "by the leaders." They will be sold at 35 per cent. to 40 per cent. discount. If the jobber fails to close out all he has contracted for by the first of June, he will then be able to go on the market and sell his wheels at \$45 or \$50 and still make a profit. He don't care for his customer or the rider, nor does he care if the wheel stands up a day after he gets his pay. He will

give two parties the same territory and don't care what price they sell for. It will do no good for the old makers to reduce their list price unless they will reduce to \$60 or \$75, as the inferior jobber's wheel, made by cheap labor and with the

use it, and let your agent control it. Stop the half-cash, half-advertising racket with country papers that double their rates, get your "ad" for \$75 worth of advertising which costs them about \$10, and then sell your wheel to your agents' customers at a better discount than you give the man who puts the dollars in your pocket. Protect his territory; let the agent sell for what he pleases but confine him to his own territory. I don't believe makers will dare violate the anti-trust law by entering into a contract to sell at a list price. Sell your wheels to good dealers, or none at all; make this a rule, and five years hence you will be the richer for it.

#### ARIEL CYCLE MFG. CO.

The Ariel company, owing to a careful and conservative policy, has had little to complain of from the general depression that affected the bicycle trade the past season. Conservative we said, and conservative we meant, but not slow, for this was the first concern in America to build a geared ordinary and the first to attach a gear-case to their wheels. The factory at Goshen, Ind., is well equipped and has plenty of capital back of it. The coming year the firm will turn out a thirty-two pound light roadster fitted with mud-guards, brake, and a gear-case; a thirty-two pound ladies' wheel; a twenty-six pound roadster fitted the same as the full roadster, and a nineteen pound racer. All the wheels will list at \$150. The company is fortunate in the people in charge of its affairs.

##### W. C. Smith,

the superintendent, has been with the company from its birth. Mr. Smith is a thorough practical mechanic, having served a seven years' apprenticeship at Northampton, England, and has had long experience with the Singer company, of Coventry, and the Coventry Machinists' Co. He has been in this country for a number of years and was at one time superintendent in the G. & J. factory and helped to organize the Stover Bicycle Manufacturing Co., of Freeport, Ill. He is not a little proud of the Ariel as the particular pet child of his brain.

##### E. H. Wilcox.

It is a strange coincidence that E. H. Wilcox, the secretary of the company, in his long experience in the bicycle business should have been with only two concerns before this one and that those two should have been the two with which Mr. Smith was associated. Years and years ago Wilcox was known as one of G. & J.'s traveling men and has for several years past officiated as secretary of the Stover company, in which position he had

E. H. WILCOX.

entire charge of the company's affairs. The officers of the Ariel company not actively engaged in the business are: P. C. Purl, pres.; F. E. Baker, vice-pres.; Simon Becker, treas.

C. H. Plumb, who has charge of the company's Chicago store at the corner of Wabash avenue and Van Buren street, is a veteran in the bicycle business.

His first venture in the trade was as a sidewalk broker in Indianapolis, goodness knows how long ago. He was captain of the original Indianapolis Bicycle Club and was afterward connected with the *Wheelman's Record*. In 1888 he went with the Clark Cycle Co., of Baltimore, and stayed with that concern till 1891, most of the time as manager of the company's Washington branch, when he took charge of a store in Boston's Cycle Row for W. W. Stall. In 1892 he took the management of the cycle business of the Ganse Cycle Co., in this city, and when that company was succeeded by the Ariel company he went with the business, and has been there ever since. It is said that a man who has money never gets out of the store till he has made a purchase. He has the reputation all over the country of being a hustler par excellence.

C. H. PLUMB.

W. C. SMITH.

cheapest material; sold in the cheapest way possible; no expense for advertising; no travelers' salaries or expenses, will compete with and undersell him. Should the old maker reduce his list \$25, it will not prevent the marketing of inferior goods at a greater profit than he makes on his best wheels. The thing for the leaders to do is to manufacture a line varying in price from \$25 upward,—all with their own name on them,—establish a scale of discounts according to the profit on the various wheels; classify his agents and treat them all alike so far as terms and prices go, but regulate his discount so as to equalize matters between the exclusive agent, who devotes his entire time to the business, and the "cutthroat and scalper," who uses the business as a side issue.

It costs big money to make a bicycle under thirty pounds in weight. The class of people who want, and are capable of riding, a light machine realize this, or they are the slaves to the opinions of those who do, and are willing to pay the price, providing the wheel is up-to-date. The people who are "croaking" about the prices are those who don't know a cheap wheel from a fine one. All they know is that there is such a thing as a \$150 bicycle and that they haven't got the money to buy one like it; and they object to \$150 as the price simply because some people can and will have the best no matter what the cost is. As a rule these people know what they are buying.

There is less profit in making bicycles than in carriages, pianos, furniture, farm implements, and a thousand and one other manufactured articles. There is more actual profit in farming than in manufacturing, but an ignorant man can't run a factory and live, while he can make a living on a farm.

The writer does not believe that a really first-class wheel, under thirty pounds in weight, can be made and sold on installments for less than \$150. For years we have tried to find some firm that could make a bicycle that was strong enough and good enough for a working man, which could be sold, at a profit, for \$50 or \$60, but have never succeeded. The writer's advice to agents is: Let the jobbers' wheels alone; *don't touch them*. If you can get your wheels direct from a maker, do so. It will pay you in the long run. To the rider let me say: Don't let any one make you believe that a nameless bicycle, or a bicycle which the makers are ashamed to father, is worth as much to you as those which are sold direct to the agent by the maker at a good price.

Let the old and established makers put out a line of wheels and prove that *price governs quality*. The bicycle business must go into the legitimate channels of trade; there must be different qualities and prices; the best can not be produced for the least, and can not be sold at a loss to please "croakers." To the honest maker of honest goods which have a reputation: Give the agent cheap wheels *with your name* on them. Sell the goods to him at a good profit to yourselves, but add enough to that price to give him a chance for his life. Banish from your catalogue the least vestige of that old chestnut, the "guarantee"; put it in his contracts if you *must*





**BEST BICYCLE**

**THE**

**RALEIGH**

**BEST SELLER**

**THE RALEIGH CYCLE CO.**

2081-2083 Seventh Ave., NEW YORK.



## THE RICH & SAGER CO.

The saddle, although a small part of a bicycle, is a very important part, and the saddle industry is an extensive one. This will be readily understood when we say that while the bicycle factories in this country number many scores, not over half-a-dozen of them make their own saddles, and that the saddles used by the rest are supplied by not many more than another half-dozen firms. The bicycle of a few years ago was a crude enough affair, but the machine of today is as complete and delicate a piece of machinery as will be found anywhere in the world of mechanics, and the saddle industry has kept pace with the manufacture of bicycles.

Realizing that our readers would appreciate a description of one of these saddle factories, a BEARINGS representative was delegated to make a tour of inspection through the representative plant of the Rich & Sager Co., at Rochester, N. Y. He was welcomed by the affable secretary and manager of the company, Marcus Hirschfield, and the popular superintendent, J. Harry Sager. While knowing the extent of the saddle trade, still he was surprised at the magnitude of the plant devoted to the making of the well-known Sager saddles.

The plant is in a building five stories high, 50 feet wide and 190 feet deep, running from Elm to Courtland streets. The actual amount of floor space used by the company is 15,000 square feet. The heavy machinery for cutting, forging, punching, and bending the raw material is in the basement as well as the latest appliances for bending and tempering the springs. On the first floor are found the spacious offices, the leather room, the assembling, stock, and shipping departments. The other floors contain the designing, machine, and tool rooms, and any amount of machinery for grinding, polishing, buffing, and nickel-plating. At this season the factory is turning out 400 saddles a day, and has not reached its full capacity, although over a hundred men are employed in the different departments. Each man has his own particular line of work, and is an expert at it.

To the fertile brain of the superintendent, J. Harry Sager, wheelmen

owe many of the comforts of riding that they now enjoy—for what would the best bicycle be without a comfortable saddle? It is to him, too, that the children owe the privilege of riding, for he invented the well-known Beauty child's seat. As a boy Mr. Sager showed remarkable inventive ability, and as he grew up he devoted his entire attention to mechanics. A number of years ago he became an ardent devotee of wheeling, and not unnaturally turned his inventive genius to the improvement of things cycular, with the result that he has added much to the comfort of the world awheel.



FRED W. ZOLLER.

Z. P. Taylor, president of the company, is an enthusiastic wheelman, and is quite wrapped up in the business of the company. He is a lawyer of prominence at Rochester, and has a host of friends in that city. He was formerly superintendent of the Cleveland high school.

Marcus Hirschfield, the secretary and general manager, has many friends in the trade, and in spite of the twofold task that he has to perform for the company, does not fade under the weight of the burden. His splendid physique stands him in good stead. Like President Taylor he is a member of the bar, and has extensive real-estate interests as well.

Fred W. Zoller, the treasurer, is one of the brightest men in the business circles of the Flour City, and although young in years has the business sense and judgment that usually come only with long experience. He is teller in the leading bank of Rochester, the Union National.

The firm is represented on the road by C. J. Iven, prominently known in racing but a short time ago. Mr. Iven is now, however, all business, and has already secured large orders for the Sager saddle for '94 wheels.



Z. P. TAYLOR.



MARCUS HIRSCHFIELD.



J. HARRY SAGER.

any radical change in any of them. The fabric, however, is the active working part of the tire, and is therefore responsible for the results obtained therefrom. In the early days of air tires anything that would hold the air tube was good enough, and tires were a mass of rags and rubber solutioned together and to the rim. Now riders are waking to the important part played by the fabric, and it is likely that before another year rolls around the fabric question will be pretty generally settled. What will the verdict be?

If we can anticipate it we may save money, work, and worry. Let us look at the fabrics now in use, and see what are their faults and virtues. Three arrangements are now in use. The first and oldest is a woven fabric having one series of threads running lengthwise and parallel to the air tube and the other series crosswise thereto. The second arrangement is a woven fabric having both series



C. J. IVEN.

## TIRE FABRICS.

BY CHARLES E. DURVEA.

It does not matter, in so far as one's physical comfort is concerned, whether his hat is soft or hard, cotton or linen, fur or wool. If it properly protects the head it may be round, square, or three-cornered, as the dictates of fashion demand, and the wearer be no worse off than if it had been some other shape or material. Many suppose that a like condition exists with regard to a cycle tire, but in this they are mistaken. If the whole duty of the tire was to protect the rim, it could be made of almost anything from paper to porpoise hide, and be a reasonable success in the assigned service; but when it is a large and important factor in the ease of running and ease of riding, as well as in the durability of the machine, the material and the manner of using it

become points worthy of careful and thorough attention.

The use of rubber to prevent wear, the rubber inner tube to hold the air, the mechanically fastened but instantly removable shoe, and the crescent or arc-shaped rim are features that have been so thoroughly proven and accepted that we may take it for granted they meet the requirements in their respective places in the best manner, and that there is little likelihood of





## MANUFACTURERS!

WAIT AND SEE THE

# MERCURY By Far the Handsomest and Best. SADDLE

SPECIAL PRICES ON TUBING OF FOLLOWING BRANDS:

MANNESMAN. WELDLESS. PERFECTA.  
METTALIC. PARAGON.

PEDALS, FORKSIDES, ETC.

## THE RALEIGH CYCLE CO

2081-2083 SEVENTH AVE., NEW YORK.

MENTION THE BEARINGS

### The FIRST EXHIBIT

that will strike your eye,

### The BEST EXHIBIT

that will strike your eye,

### The LAST EXHIBIT

that will strike your eye at the New  
York Cycle Show will be at

Raleigh Cycle Co.,

2081-2083 7th Ave.,

New York.

## STAND No. 54

at the entrance of Madison  
Square Garden.





of threads running diagonally across the air tube, each series being substantially at right angles to the other. The third and latest arrangement is a special fabric having as many as possible of its threads running directly around the air tube transversely or in the lines of its shortest circumference.

What are the faults of each form, and which, if either, possesses in the greatest degree the characteristics of the perfect fabric?

The first requirement of a fabric is that it restrain the air pressure securely and perfectly. The easiest way to do this is to encircle the air tube its shortest way. No one would think of wrapping a bundle of sticks any other way. But when it comes to wrapping a tube of air so as to hold it in the best manner and with the least weight of thread, the proper way to wrap has been generally lost sight of. To put it differently, the confined air may be considered as confined by the transverse threads in one case and by the longitudinal threads in the other case, and the two cases compared. In the one case each thread has to do its part in retaining the pressure of a cylinder of air having a diameter of about one and one-half inches, while in the other case the longitudinal thread must retain the pressure of a cylinder of air about twenty-eight inches in diameter. With equal pressures in the cylinders the strain on the longitudinal thread would be nearly nineteen times as great as on the transverse. This may be shown in another way. The pressure in a given tire has to be held by the fabric, and as longitudinal threads would be nearly nine times as long as transverse threads, it is plain that they must meet a proportional strain. Or, as there are nearly nineteen times as many transverse threads as longitudinal to sustain the same pressure, it is evident that each is called upon to stand only one-nineteenth of the strain.

Do riders care whether the strain be little or much if the tire stands their use? If they value their energy they should care, for it means that a tire which depends wholly on its longitudinal threads for its strength must be nineteen times as heavy in its fabric as a tire of equal strength having transverse threads only. Such a tire would be as valueless as a garden hose for riding purposes, and no maker would think of offering such a thing. The argument is simply a reduction to an absurdity.

Many tires are made, however, with a woven fabric having about an equal number of longitudinal and transverse threads to a square inch, or in other words with as great a weight of longitudinal threads as transverse ones. This is far from a perfect arrangement. If the tire is mechanically fastened, the weight of longitudinal threads serves only to hold the transverse ones in place, a service that can be performed better by a much less expenditure of fabric in other ways. If the tire is not mechanically fastened and is dependent on the inflation to hold it to the rim, the arrangement is very bad and will give trouble in short order. All the early tires were to a large extent dependent on the inflation and strength of the longitudinal threads to hold them in place,—although they were nominally pasted,—and they were proverbial for their tendency to wart and burst. Lack of strength in proportion to weight is not the only fault with longitudinal threads. They interfere with the action of the air. The air spring is the vital principle of the tire and the less restricted its action is, the better the results. This is so evident as to need no argument. Longitudinal threads restrict the action for they will not permit a pebble to sink into the tire further than a reversed arc of the tread without drawing and stretching the threads. A moment's thought will make this evident. Take a single thread lying along the tread of a tire and consider it. When it strikes the pebble it is pushed inward at the contact point and this inward push relieves the strain on it to some extent because it pushes an arc in till it forms a chord which is of course shorter than the arc. Next a reverse arc is formed and the strain on the thread becomes normal, when the reverse arc is equal to the normal arc, a condition reached when a pebble a quarter of an inch high or thereabouts is passed over. To depress it further than this requires that the thread stretch, or that a greater part or perhaps all of the tire be compressed. This sudden increase in the strain is hard on the thread in the first place and as the load is not heavy enough to compress the whole tire, hard on the rider in the second place, for if the tire will not compress enough to receive the pebble, the wheel and load will be lifted from its bearing on the ground and cause a jolt that a good tire would not have caused. Nor is this all. The bow that will not bend will not shoot. So the tire that will not receive will not reject, and is a dead, unresilient tire. Look at the question as you will, longitudinal threads are a detriment to a tire and the only reason they have been used so much, is because they are found in connection with transverse threads which do their duty in a superior manner, as will be pointed out more fully later.

The second form of woven fabric, having both series of threads placed diagonally to the length of the air tube, removes many of the faults of the longitudinal threads, but is not perfect. Tires that grip the rim by inflation are in common use and are dependent on the longitudinal strength of the fabric for their maintenance on the rim, and on the double diagonal arrangement of the threads for their tendency to grip the rim. This is not correct, for a fabric can not properly do two things at a time and do both properly, any more than the average man can serve two masters. The strain on the threads longitudinally destroys the resiliency much as the badly placed thread did in the first class of fabrics.

In a mechanically fastened tire the fastening takes the strain, and the fabric is free to hold the air pressure from the inside and to yield to any obstacle on the outside. This is as it should be, and when so arranged the tire may flatten or depress to the rim without bringing any very greatly increased strain on the threads. A pebble striking such a tire pushes inward on both series of thread, and as they soon pass down to the rim the

strain can go no farther and is annulled there. With this arrangement a portion of the tread from four to six inches in length is compressed, which is quite a gain over the longitudinal thread arrangement. Of course, the less surface affected the greater the air pressure may be, and the faster and livelier the tire is, while yet soft enough to be comfortable. Any stretch of the threads is met by a similar stretch of the other series, and the only effect is to make the tire slightly larger instead of throwing an increased strain on some other thread. Valuable as is the bias arrangement of the woven fabric, it is not perfect. The threads are two or three times longer than if they were transverse, and this means that they must be two or three times stronger. Being woven means that each thread takes its neighbor with it when it is depressed, so that a small pebble may depress the whole surface of the tire for two or three inches instead of simply sinking in to its surface at the point of contact without disturbing the bearing of the tire on the ground. Depressing the whole surface is of course harder work than depressing a small portion of it, and requires more of the rider's muscle to do this work; or in other words, the less flexible the tire the harder it is to make time on it. The required rigidity often mentioned in connection with tires should come from the higher air pressure and not from a stiff, unflexible fabric.

Another form of fabric having diagonal threads has attained much notoriety lately by being used on the path. It is not a woven fabric but consists of two series of threads lying one outside of or over the other. These threads are embedded in the rubber, and while held securely to their places thereby, are yet permitted to have a sort of independence that adds very materially to the speed and life of the tire, although it would seem that as the two series of threads run in identically the same direction as in a woven fabric placed diagonally, the results should be expected to be the same. That the separate thread form gives such superior results only goes to prove that woven fabric is not the proper thing for a tire, and that each thread should be as nearly free from all the others as possible.

The third fabric was designed to meet the requirements of the perfect tire, and avoid as many as possible of the defects of its predecessors. Being composed almost wholly of transverse threads it has no longitudinal strength, and is dependent on the fastening for its maintenance on the rim. This permits a lighter fabric to be used than if it had to maintain itself in position, and is therefore a distinct gain. But the great gain is in the fact that each thread takes only its portion of the strain, and as there are a greater number of transverse threads than there can be with any other arrangement, it is plain that each thread receives the least possible strain, and may be lighter by this method of placing than if placed in any other way. In striking an obstruction, only those threads that are struck are depressed, and they are free to yield without affecting any of the others. This permits a pebble to sink into the tire and be passed over without affecting the bearing of the tire on the general surface of the road. Such action has a wonderful smoothing effect on the road, and adds to speed as well as to comfort. The light fabric and the fact that each thread is not hampered by its neighbor, makes this fabric the most flexible possible to conceive, and allows the air almost perfect freedom of action. Being more flexible and having greater receptive powers than any other, it may be inflated to a higher pressure so as to secure speed, and yet be soft enough for comfort. Since the action of the air is impeded less by such a fabric, and as air is a perfect spring, such a tire will bounce higher than any other when dropped on a smooth surface, and will jolt the rider and machine less. This arrangement of threads is not only right in theory, but has been proven so in practice.

Three methods of applying transverse threads to a tire have been patented in the past two or three years. One of these uses enough diagonal threads to hold the transverse threads in place to prevent the air tube from escaping, but not enough to seriously affect the tire by giving it longitudinal resistance. The threads would separate occasionally, however, and permit the air tube to escape, so this method is not in use at present. The second method is to weave longitudinal threads along the sides of the tire to get something to hold the threads from separating. This leaves the tread in superb condition, but the sides are stiff and heavy, and as they are the portions that are subject to a constant bending, whether the road be rough or smooth, they should be as light and flexible as possible to save power and to be durable, for durability is not a matter of thickness in such a place but rather the reverse, on the principle that a thin piece will bend oftener than a thick one. The third method is to connect each thread with its neighbor at intervals by knotting them together. This knotting is done alternately as in fish-nets, and leaves each thread free to separate from its neighbor except where knotted. This needs no longitudinal or diagonal threads, and can not separate so as to allow the air tube to protrude. Being positively knotted together where they come in contact, the threads can not saw or wear each other, and a thick shoe is unnecessary to assist in holding the threads in place. If the shoe gets punctured the aperture can not tear any great or dangerous distance, for it is prevented by the fact that the threads are united at the knots. This fabric completely encircles the tire on all parts above the rim and thus gives the freest possible action to the air.

The C. W. Burgman Cycle Mfg. Co., of Logansport, Ind., will control the state of Indiana, with the exception of Grant, Lake, Porter, Allen, Knox, and Vanderburgh counties, and Kentucky for the Marion Cycle Co. The latter firm are establishing a number of distributing agencies in the different states, so that all orders can be promptly attended to.



# Smalleys for 1894

Will be very popular, judging by the results of our 1893 business, and the contracts already made for 1894. We shall make

## FOUR STYLES

**Road Racer,** weighing from 26 to 30 pounds, according to equipment with wooden or steel rims.

**Light Roadster,** weighing about 34 pounds, all on.

**Ladies' Wheel,** New and elegant design, weighing about 30 pounds, all on.

**Track Racer,** our famous "BUCK," with the peculiarly shaped handle-bars. This is the wheel that was referred to by a leading paper of Charleston, S. C., in its account of the great southern meet in that city last month, as "one of the most peculiar looking and prettiest wheels ever seen in Charleston." By the way, this wheel was ridden by Mr. M. Ed Wilson, of Savannah, Ga., who won several prizes on it at the Charleston meet.

Incidentally, we may remark that riders of our wheels have won many victories on the road and path this season—too many, in fact, to publish in newspaper advertisements—and we shall soon issue a pamphlet containing a list of some of the events and the prizes won, together with extracts from letters received from some of our dealers and riders of our wheels. You may know some of them, and we should like to send you this pamphlet, and also our 1894 catalog. Please write us.

Mr. Van Sicklen was too early with his Christmas number this year for us. We have been so busily engaged making contracts for 1894 that we did not get our cuts ready for this advertisement.

### A FEW OF OUR AGENTS ALREADY ESTABLISHED ARE:

L. C. JANDORF & CO., New York City. THE PEABODY-WHITNEY CO., Boston, Mass.  
GEO. J. HILSENDEGEN, Detroit, Mich. E. WERNER, Philadelphia, Pa.  
W. G. SCHACK, Buffalo, N. Y.

**Marble Cycle Mfg. Co.**  
**PLYMOUTH, IND.**

We have just moved into our new three-story brick factory.

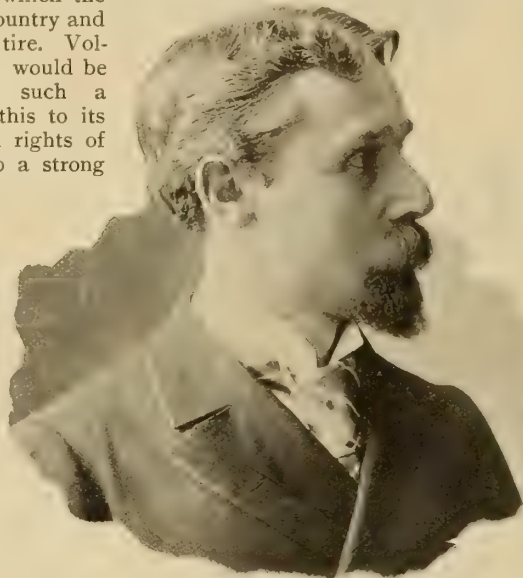
**We want a good agent in every town!**

IF YOU RIDE A BICYCLE, OR DEAL IN BICYCLES,  
WRITE FOR PARTICULARS OF OUR NEW DEPARTURE  
AND WE WILL INTEREST YOU WITH GOODS AND  
DISCOUNTS.



### The Palmer Pneumatic Tire Co.

The Palmer Pneumatic Tire Co. have experienced a prosperous year. One of the most remarkable things in the history of the bicycle business is the unanimity with which the racing men of this country and Europe adopted the tire. Volumes of testimonials would be meaningless beside such a recommendation as this to its speed. The English rights of the tire were sold to a strong English corporation and the tires will be fitted exclusively by such firms as the makers of the Rudge or Whitworth, unless others are especially ordered. At the present time depots have been established in France, Germany, Holland, Belgium, Canada, and South Africa, in addition to those in England and the United States. In



JOHN F. PALMER.

this country the Columbia Rubber Works Co., of Chicago and New York, will act as selling agents and will supply the trade. The racing tire for '94 will be much the same as that of this year but will be improved in a few minor details. The road tire will resemble the racing tire in principle and will be greatly improved over the '93 wood tire. A new and patented process will be used in its manufacture that will decrease its liability of puncture as far as such a thing can be done and not interfere with the speed or resiliency of the tire. A new repair outfit has also been perfected that will prove far ahead of anything of the kind yet put on the market.

### The League Cycle Co.

The League chainless safety was put on the market for the first time in 1893 and the success of its makers was such that they were compelled to move early in the season to secure additional room; and another move will be made shortly into quarters where they will have some 30,000 square feet of floor space. The League is the first successful rear-driving safety that has not been driven by chain gears, a feature that is regarded in the mechanical world as a poor style of gearing. The wheel was built in only one pattern last season but in 1894 there will be three patterns, a roadster, a scorcher, and a ladies' wheel. The roadster will be fitted with front plunger brake, mud-guards, and foot-rests; the size and gauge of the tubing in frame and forks will be reduced but will be reinforced so that no strength will be sacrificed. The bevel gears in this and all other patterns of the wheel are made of forged steel and are accurately cut and noiseless in action. A light wheel will be made for the scorchers which will be stripped of all unnecessary parts and will be fitted with scorcher saddle and rat-trap pedals. A ladies' wheel will also be made, for which the company claim great advantages over chain wheels from the fact that there is much less danger of a lady's dress catching in the gearing. The gearing of all the wheels is entirely protected from dirt and dust, runs in oil, and of course is concealed from view.

### The Crawford Manufacturing Co.

The Crawford Manufacturing Co. have for a long time been making



L. B. WHYMPIER.

and disposing of a great number of medium-priced wheels in a very quiet way. They have been phenomenally successfully with their juvenile wheels. Last year was no exception. The wheels have been greatly improved and this year will be far better value for the money asked than ever before, which is saying a great deal for them. A particularly noticeable feature will be the new bottom bracket. The success of the company has been such that they will open a New York office on the first of the coming January, of which L. B. Whympier will have charge. Mr. Whympier is too well known

to the bicycle trade to need any introduction here. He expects to do a big business from the New York office.

### Morgan & Wright.

The success of Morgan & Wright in the tire business has been something marvelous in the history of the bicycle trade. Beginning to make tires almost as soon as there was any demand for pneumatics, they have aimed to give their customers a reliable and easily repaired tire—made of the best materials—and to treat manufacturers and riders alike in the most liberal and courteous way. This has been the keynote of their success. Beginning the manufacture of tires in a small way, they have constantly added to their facilities until they now have one of the finest rubber plants in the country. Not content with their present facilities they are adding another annex to their factory, which will double their present capacity. In spite of the panic the business of 1893 has been excellent, as the building of the new factory would indicate, and the outlook for '94 is very flattering. Already many large orders have been taken. About the only improvement that it has been found necessary to make is a new plunger to the valve, the addition of which seems to remove the last objection to the tire. Those concerns who have found it convenient to pirate on the purse and brains of the concern will be sued for infringement. Their '94 catalogue will be ready very shortly.

### A. W. Gump & Co.

Way back in the days when the old-style Standard Columbia bicycle was a curiosity, the firm of A. W. Gump & Co., Dayton, Ohio, commenced handling bicycles on a small scale. From that day to this there has not been a single year that their sales have not increased, until now they ship thousands of bicycles every year all over the United States. Few of the old firms remain, but A. W. Gump & Co. have kept right along with the procession. Notwithstanding the stringency of the money market during the past year, this firm have continued to pay spot cash for their goods and make every effort to retain the good will of their customers by giving them the benefit of their bargains.

### The Red Star Mfg. Co.

This company was organized December 6 under the laws of New York to buy out the originators of the Red Star solid illuminant, William S.



WILLIAM F. THORNE.

Thorne, the president of the company, realizing the demand that there would be for such an article if properly placed before the riding public. He resigned his position as secretary of the Chicago, Milwaukee & St. Paul Railway Co., and in the short space of a year has placed the products of the company in the very front rank, not only in this country but in England, France and Germany as well. The company will continue the policy that they adopted at the first of selling only to the trade and of having only one trade price. To the solid illuminant

they have added a chain lubricant and a lubricating oil. All their goods bear the distinctive Red Star name and all are manufactured in their factory at Greenpoint, where there is every facility for making the goods in the best manner.

### Royal Cycle Works.

"I never rode a wheel that had finer bearings than has the Royal Limited; it is perfect," a prominent wheelman was heard to remark the other day. Coming from such a source, it was a compliment indeed. But the Royal Limited received many such compliments the last year and it deserved them all, for it is as fine a little wheel as the most fastidious person could wish to ride. Out of 1,500 wheels turned out last year, less than a dozen came back for repairs. Next year the Royal Cycle Works intend to keep up this reputation and the factory at Marshall, Mich., is now running at full speed. Two styles will be made for the '94 trade—a twenty-seven-pound light roadster and a thirty-one-pound roadster. The company will not attempt to make racing wheels. President S. H. Gorham and Superintendent Weld are confident that the '94 Royal Limited will please every one.

### The Buffalo Tricycle Co.

The company write that they will make their Envoy in three sizes, twenty-six, twenty-eight, and thirty inches. They will be of the high-center diamond pattern with steering head of popular length, and will be much improved over the 1893 styles. The Fleetwing, the ladies' wheel, will also be built in three sizes, twenty-four, twenty-six, and twenty-eight inches. All the wheels will be light weight and entirely up to date in every particular, and the makers claim that they will be the finest machines on the market at moderate prices.



# MIKE!

With his childlike simplicity, told the truth  
and shamed the devil.



## WHY MIKE BURNED THE BOOK.

### A Night-Watchman Who Had the Interests of His Firm Really at Heart.

The Secretary of the Eastern Rubber Company, at Trenton, N. J., lost a letter-book containing copies of a month's important correspondence, a few weeks ago. The whole office force was turned out to hunt for it, but it had disappeared as effectually as though swallowed up in the earth. After closing hours the other evening the secretary, the general manager and a couple of clerks sat in the office discussing the loss and trying to account for it. Mike, the new watchman, came in to sweep and dust.

"Mike, have you ever seen anything of letter-book No. 9?" asked the manager. "No, sir," said Mike. "Well, have you seen a book like this?"—taking another letter-book from the safe.

"Yes, sir; I seen one like that one night. It was in the waste basket."

"Where is it now?" "Sure, I burned it."

If ever a watchman received a lecture for stupidity, Mike got it then. The secretary became hotter and hotter every minute as he talked. "I suppose you'd burn up the cash-book if you ever found it outside the safe!" he shouted, finally.

"No, sir; I would not," returned Mike, gently. "What would I do that for, when there's nothing but figures in it that don't mean anythin' but to the man that wrote 'em. I wasn't goin' to burn this book at first, because I wanted to keep the nice papers to put tobacco in. But when I thought, well, perhaps some one will get a-hold of it and read somethin' that was none of their d— business, I just burned it to make sure. You'd do the same, sir, now, wouldn't you?"

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A La...  
New York World

## The Question with You

Now is, whether you will use a cemented or mechanically fastened tire. It makes no difference to us. We make all kinds. Should you decide on a mechanically fastened tire, don't contract for other makes until you have seen the perfect **Cyclone**—called so because they are so. Great speed, rapidity with which it may be taken from rim, durability, and price are their recommending features.

## ..... We Are Not Monopolists, .....

Belong to no combination or trust, and will regulate prices on mechanically fastened tires, as we have done on cemented ones. Manufacturers and riders will be benefited accordingly. Write for prices and samples.

ADDRESS ALL COMMUNICATIONS TO

# Eastern Rubber Mfg. Co.,

Distributing Houses:

NEW YORK. BOSTON. BUFFALO. CHICAGO.  
PHILADELPHIA. WASHINGTON. CINCINNATI.

## Trenton, New Jersey.

MENTION THE BEARINGS



### H. T. Hearsey & Co.

Among the pioneers in the bicycle business belongs Harry T. Hearsey. When we add to this that he is a phenomenally successful business man and a jolly good fellow as well, we have given him a reputation that it is the privilege of but few men to have. He has done a successful business in Indianapolis since 1879, and at the present time does a big retail business in the city and jobs various makes of wheels all over the state of Indiana. He handles the goods of the Pope Mfg. Co., Western Wheel Works, Central Cycle Mfg. Co., Raleigh Cycle Co., and H. A. Lozier & Co. On several of the lines he has considerable territory. He also manufactures the Perfection bicycle stand, for which there is a considerable demand all over the country. In addition to all this he is a stockholder and director in the Central Cycle Mfg. Co., makers of the Central and Ben Hur wheels.



H. T. HEARSEY.

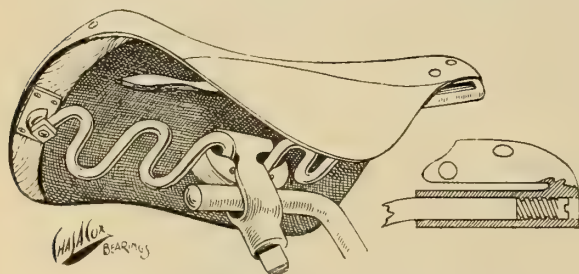
### The Winton Bicycle Co.

The novel frame of the Winton, made by the Winton Bicycle Co. attracted a good deal of attention the past season. The double frame greatly strengthened the machine and it has stood a good many hard knocks. Besides this wheel the Winton company will turn out another line similar to the one shown in the accompanying cut. The racer will weigh twenty-two pounds, the light roadster twenty-five pounds, and the roadster stripped twenty-eight pounds. This machine is at once novel and practical, and while following the regulation Humber lines has the additional brace, which insures greater strength together with almost absolute rigidity at the crank hanger. This allows of a reduction of weight with no fear of break downs. The wheel-base will be forty-three inches, will have special bearings, wood rims, and tangent spokes.



### Devore's New Saddle.

L. M. Devore has just patented a new saddle that has many new features. It is something out of the ordinary run, and promises well.



The spring is serpentine shaped, and furnishes a universal yielding strain. The motion is limited to a tilting backward or forward, or an up-and-down motion. It is fastened to a hickory cantle in the rear, and in the front is a fine clamping arrangement by which the saddle may be tightened or loosened. This clamp is formed by a round socket internally

screw-threaded, and with a screw fitted to it by means of which the forward end of the spring may be crowded backward and relaxed, as may be desired. The saddle can be given a longitudinal titling adjustment without moving it forward or backward. The Freeport Bicycle Co. will use this saddle on all their wheels next year.

### National Cycle Co.

Another chainless wheel that possesses considerable merit is the one made by the National Cycle Co., of Fitchburg, Mass. The gearing is somewhat similar to the one used on the League chainless wheel. The officers of the company are: F. Fosdick, president; L. C. Grant, vice-president and manager; R. L. D. Gould, secretary and treasurer.

### The F. F. Ide Mfg. Co.

After making wheels for a number of firms for several years, the F. F. Ide Mfg. Co., of Peoria, have determined to go into business for themselves, and have announced their intention of turning out as fine a line of wheels as can be found in the country. Their past experience will stand them in good stead and they should make a success in their new venture. Extraordinary care will be taken with all machines. As every one knows, watch-makers are very careful of the work they turn out and if they see the slightest flaw their wares are made over. The Ide company have a number of these men in their employ. They will make the Ideal and the Valid. Their wheels will list from \$100 to \$165.



L. C. GANT.

### The Monarch Cycle Co.

The past season has been a highly successful one for the Monarch Cycle Co., of Chicago, and large numbers of wheels have been sold throughout the whole United States. Monarchs must be general favorites, for in a list of stolen wheels recently printed in THE BEARINGS the Monarch stood third in the number of wheels that had been carried off by light-fingered gentlemen, whose desire for a bicycle was only offset by the flatness of their pocket-books. Four styles of Monarchs will be built next year. The twenty-six pound light roadster will have a high frame and twenty-eight-inch wheels. The next on the list will be a machine built on the same lines as their '93 road racer, with thirty-inch wheels, or thirty-inch front and twenty-eight-inch rear wheels. This machine will weigh thirty-two pounds. The Model C will tip the scales at thirty-five pounds, and will be fitted up with a brake. The ladies' wheel will remain much the same, as the Monarch company think that it is impossible to improve the lines and general construction of it. Manager L. M. Richardson says that the list price of Monarchs will not be \$150.



L. M. RICHARDSON.

# FAIRBANKS'

## BUILT-UP WOOD RIMS

(PATENTED)

Are not only the original wood rims but also the only ones that have been uniformly **successful and satisfactory**. We are now prepared to supply manufacturers with any quantity desired at extremely low prices, and invite correspondence regarding same. We would be pleased to send samples to any manufacturer who contemplates fitting his **high-grade wheels with high-grade rims**.

IMITATIONS ARE ALWAYS INFERIOR TO THE ORIGINAL.

**FAIRBANKS WOOD RIM CO.,** 21 Park Row, New York City.  
Room 34.

NOTE: Our rims are guaranteed in every particular.

MENTION THE BEARINGS





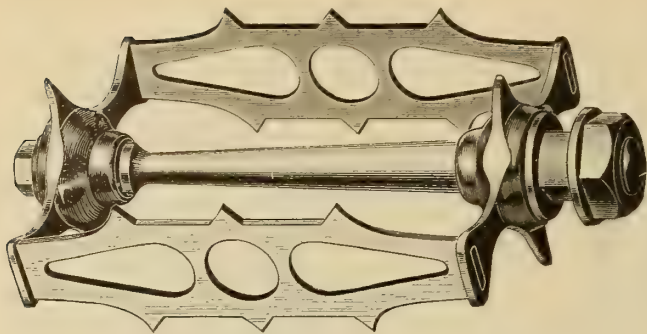
**Eagle Wheels are Standard !**



**The Eagle Bicycle Mfg. Co.**  
TORRINGTON, CONN.

Mention The Bearings

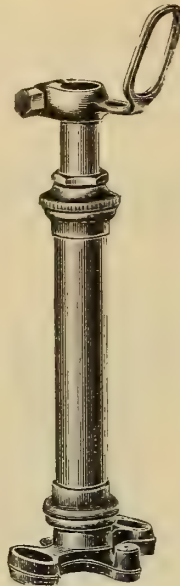




Scorchers Featherweight, 12 oz. per pair.



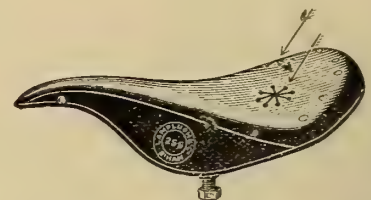
P. & M. Century, New Clamp.



Bown's No. 2 Light Roadster, 10 and 12 inch.



Rich & Sager Track Racer "A."



Lamplugh No. 255, 3/4 and 3/8 Clip.

*"What might be toward, that this sweaty haste  
Doth make the night joint-laborer with the day.  
Who is't that can inform me?"*

**That can we**, good friends. It is but a natural sequence; the inevitable consequence, as it were, of our popularity in the **Steel Rim** business. Both night and day shifts are kept going to fill orders.

Have you seen our new rim? The "Oh Gee!" Made from a special quality of bright cold rolled steel, automatically correct as to measurement; trued to a geometrical nicety, with our patent reinforced joint. We have a rim superior in every particular, and at "give away" prices. The corrugations on either side of the center line give it a maximum of rigidity, permitting the employment of lightest gauges of steel. Send for a sample section and prices.

Quietly we have gone about our business, and instead of spending our time and ammunition in the formation of "trusts" and "combinations," whereby to foist off on a credulous public inferior goods at inferior prices, we have been making hay.

In addition to carrying complete stocks from **Perry & Co.**, **William Bown**, and **Butler Cycle Fittings Co.**, of Birmingham, Eng., whose goods need no recommendation save the mere mention of their name, we also beg to call attention to our own manufactures.

**Steel Drop Forgings** of the latest patterns, in the rough and complete machined, including handle-bar "T" pieces, top and bottom ball head lugs, cups and cones for **heads**, bottom brackets, fork crowns, hub forgings, seat pillar brackets, rear fork-ends, sprocket wheels of all sizes and styles, etc. The celebrated **Perry** and **Bown** hubs, pedals, steering heads, etc., and other renowned English makes.

We have recently made large additions, extensions, and improvements at our factory plant in Orange, N. J., and are now singularly well equipped for the manufacture of **cycle parts** of every description. Our patterns are the latest, as our prices are the lowest, for the highest class of goods made in this country.

### OUR OWN MANUFACTURES:

**Hubs** turned from the solid bar, fitted with Jessop's tool steel cups and cones; **Pedals**, both open and closed centers, rat-trap and rubber; **Bottom Brackets**, bored from solid steel forgings, fitted with tool steel bearing cases. And last but not least

## CHAINS!

We claim, and the claim is allowed, that on chains we are headquarters. **Perry's** pen steel bushed chains, the lightest in the world; non-stretching, absolutely accurate as to pitch.

Our new "**American**" chain is the result of careful study. The experience we have gained in supplying thousands of chains puts us in an enviable position. We know what is wanted, and have labored to bring it out. The new "**American**" chain is the result. A solid block chain in two qualities—ordinary finish and Crucible steel, hardened and tempered. **Try it.** You will be pleased. The low price for a superior article will astound you.

## SADDLES! SADDLES!

## SADDLES!

Besides retaining the American agencies for Messrs. **Brooks & Co.** and **Lamplugh & Co.**, of Birmingham, Eng., we have also been appointed special agents for the **Rich & Sager Co.**, of Rochester, N. Y., and **Persons & Muller**, of New York, N. Y. The arrangements effected permit us to place these saddles on the market at manufacturers' prices. Send for illustrated saddle catalogue and prices.

### CYCLE MATERIAL OF EVERY DESCRIPTION.

Send for Catalogue and Prices.

Every Courtesy Paid to Inquiries.

# Anglo-American Iron & Metal Co.

J. V. BACOT  
F. FRIEDENSTEIN } *Receivers.*

213 Pearl St., New York City.

MENTION THE BEARINGS.



**A. M. Scheffey & Co.**

Those who visit A. M. Scheffey & Co.'s store at 92 Reade street, New York, are always sure of courteous treatment. The members of the firm

are business to the backbone and it is by attending strictly to business that they have built up such a fine trade. The do a very large jobbing business, handling the Wynnewood, a high-grade wheel, and the Queen City, a line of medium-grade machines, made by George N. Pierce & Co., Buffalo.

**Geo. N. Pierce & Co.**

Bicycles, tricycles, bird-cages, and refrigerators are made by Geo. N. Pierce & Co., of Buffalo. They manufacture one of the finest lines of



A. M. SCHEFFEY.

medium-grade machines in the country and there is always a good demand for Pierce's goods. They have been working for the last four months on an entirely new line of wheels for '94. "We claim for these goods first-class workmanship and finish in every respect," says Mr. Pierce. "Our twenty-four and twenty-six-inch wheels are strictly high grade. All of our wheels for '94 are full ball bearing, with every improvement that we can devise, so as to give the trade as good an article for the money as can be purchased in this or any other country."

Situation wanted with some first-class house, in office or on the road, by a live young man who is not afraid to work. Don't want the earth. Best of references. Address: "Busy," care of THE BEARINGS.—[ADV.]

**DEALERS**  
SEND FOR OUR  
**CASH-PRICES**  
ON  
**HIGH GRADE BICYCLES**

We want to quote cash prices to the trade on our magnificent line of well known wheels - We do business in an improved modern manner - Dealers who want to make money in the **BICYCLE BUSINESS** can do so by dealing with us - We are modest - We only want a chance to send you our dealers price list - Be bright - Write promptly - we want you to buy - Our prices and goods will bring you in the line - Give us a show.

**SIEG AND WALPOLE**  
MANUFACTURING COMPANY  
**THE GREAT CASH BICYCLE HOUSE**  
275 WABASH AVE.  
CHICAGO  
Factories - CHICAGO - TOLEDO - INDIANAPOLIS -

Mention The Bearings

**VICTOR**

AND OTHER

LEADING

**BICYCLES....**

**HANAUER**

**SEND FOR LIST**

OF BARGAINS IN

**BICYCLES, FIREARMS,**

**ATHLETIC GOODS, ETC.**

**CHAS. HANAUER & BRO.**

**258 AND 260**

**WALNUT**

**STREET,**

**CINCINNATI, O.**

**U  
E  
R**

**BRANCH STORE:**

**408 MADISON**

**AVENUE,**

**COVINGTON, KY.**

MENTION THE BEARINGS.



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

**\$100.00**

**\$100.00**

## One Hundred Only

Is the price of a safety made from the best of material only, with a HIGH FRAME, TOOL STEEL BEARINGS, DROP FORGING throughout, THOROUGHLY GUARANTEED; weight about 28 POUNDS, and is named

## THE EMBLEM SAFETY

BECAUSE IT IS

AN EMBLEM OF STRENGTH,  
BEAUTY, LIGHTNESS,  
AND EASY RUNNING.

**Reliable Agents Wanted.**

.....

**W. G. Schack,**

875 Main St.,

MENTION THE BEARINGS

**BUFFALO, N. Y.**

The Raleigh Cycle Co.

Zimmerman has made the Raleigh famous in the United States, and today this wheel is one of the best English machines ever imported into this country. But the fame of the Raleigh is not confined to this country alone, as it is a favorite mount of crack racing men in every country in which bicycles are known. The twenty-six-pound light roadster turned out by the Raleigh com-



M. G. PEOLI.



A. E. FLAVELL.

pany this year "took" among all classes of riders. The Raleigh company, realizing that their trade in America would be large, have a factory on this side of the water, where they assemble and fix up wheels for the market. Next year Manager McDonald proposes to make the Raleigh the leading wheel in America. The Raleigh company also sell saddles, tub-

ing, etc. Their principal offices are located at New York. It is probable that a branch will soon be opened in Chicago. The accompanying are excellent likenesses of Superintendent A. E. Flavell, one of the cleverest men in the business, and of M. G. Peoli, who represents the company in New England. The latter is proud of his record of having worked for only three concerns in his life. He is a credit to any house, and with a wheel like the Raleigh he is just in his element.

## BICYCLE MANUFACTURERS' SUPPLIES

**PARKHURST & WILKINSON,**

148-164 Kinzie Street, CHICAGO.

*Tubes, Forks, Rims, Forgings, Saddles, Chains, Pedals,  
Wrenches, Spokes, Nipples, etc.*

**GENERAL WESTERN AGENTS**

— FOR —

**RICH & SAGER CO.**

**BICYCLE WOOD RIM CO.**

• ——— CORRESPONDENCE SOLICITED. ——— •

MENTION THE BEARINGS



~~~~~  
Distributing Agent  
IN ALL  
Unoccupied Territory  
IN THE  
United States.  
~~~~~



~~~~~  
Newest and Best  
'94 Model.  
Highest Award at  
World's  
Columbian Exposition  
~~~~~

HALLADAY-TEMPLE SCORCHERS.

~~~~~  
"H. & T." Saddles and Pedals are the Best!!!

IF YOU WANT TO BUY RIGHT, WRITE.

U. S. Agents for "M. & W." Pneumatic Tires and Fairbanks' Wood Rims.

THE \_\_\_\_\_  
**Temple Special...**

*Lightest Road Wheel in the World!*

THOUSANDS SOLD.

GOOD AGENTS WRITE.

Racing Wheels, 17 pounds. Road Wheels, 25 pounds. Road Racers, 21 and 23 pounds.

~~~~~  
WRITE FOR CATALOG AND PLEASE MENTION CHRISTMAS NUMBER.  
~~~~~

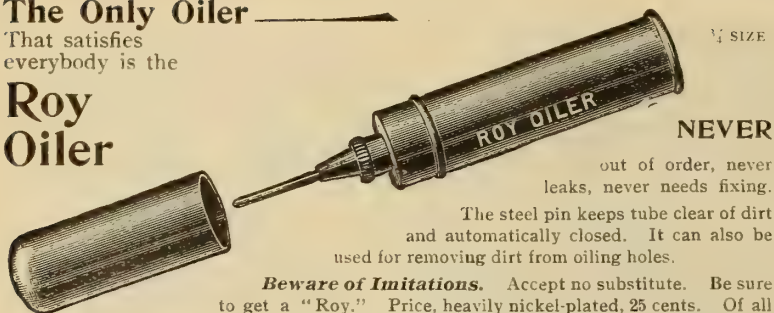
**Ralph Temple Cycle Works**

MANUFACTURERS,

Office and Showroom: 158 Twenty-Second St., CHICAGO.



**The Only Oiler**  
That satisfies everybody is the  
**Roy Oiler**



**NEVER** out of order, never leaks, never needs fixing. The steel pin keeps tube clear of dirt and automatically closed. It can also be used for removing dirt from oiling holes.  
**Beware of Imitations.** Accept no substitute. Be sure to get a "Roy." Price, heavily nickel-plated, 25 cents. Of all dealers, or mailed on receipt of price. Write for circular and trade prices.  
ROY OILER MFG. CO., 77 Warren Street, NEW YORK.

**An Enterprising Cincinnati Firm.**

The Frank T. Miles Co. are preparing for a large business in '94 and have already contracted for some of the best lines of high-grade bicycles made. Their stock will be complete in every detail and will be confined almost exclusively to the products of American factories. Aside from the bicycle department, they carry a full line of emery and corundum wheels, emery grinding machinery and supplies. This part of their business was established in 1878 and has become so well known that there is hardly a shop in the world that does not consider the emery wheel they handle the standard of excellence. Their location on Seventh street, just below Race, is central, and is convenient to hotels and street railroad lines. Those contemplating the purchase of anything in their line, would do well to give them a call or write them for prices before buying elsewhere.

The Stokes Mfg. Co. will have a new line of wheels next year to be known as the Wellington, which will list at \$100 and \$125.

# SPORTING GOODS AND BICYCLES

**AT WAY-DOWN FIGURES!**

## Henning Manufacturing Co.,

MANUFACTURERS AND JOBBERS.

**PEORIA, ILL.**

N. B. Prices talk. You might write and get them....

MENTION THE BEARINGS

### All Riders Who Think



Who appreciate a good wheel; who examine and are not satisfied until they know which is the best wheel, are filled with joy and exultation when they bestride **THE RELAY**, the one machine which meets all requirements.

WRITE FOR CATALOGUE TO

## THE RELAY MFG. CO. LTD., Reading, Pa.

MENTION THE BEARINGS

*The Following Firms have taken the Spaces set opposite their Names:*

- 8 A. G. Spalding & Bro.
- 9 Overman Wheel Co.
- 10 Do.
- 11 A. G. Spalding & Bro.
- 12 Buffalo Wheel Co.
- 13 W. H. Hart
- 14 Rich & Sager Co.
- 15 Boston Woven Hose & Rubber Co.
- 16 Singer & Co.
- 17 Pennsylvania Bicycle Co.
- 18 Hart Cycle Co.
- 19 Hartford Cycle Co.
- 20 Pope Mfg. Co.
- 21 Demorest Mfg. Co.
- 22 R. C. Gates Cycle Co.
- 23 Do.
- 24 W. H. Wilhelm & Co.
- 25 Pope Mfg. Co.
- 26 Hickory Wheel Co.
- 27 Hart Cycle Co.
- 28 League Cycle Co.
- 29 Singer & Co.
- 30 Raleigh Cycle Co., represented by John T. Bailey & Co.
- 31 Union Cycle Mfg. Co.
- 32 Do.
- 33 Eagle Bicycle Mfg. Co.
- 34 Do.
- 35 E. K. Tryon & Co.
- 36 Norman Wheel Co.
- 37 Curtis-Child Mfg. Co.
- 38 H. A. Lozier & Co.
- 39 Do.
- 40 Eastern Rubber Co.
- 41 J. P. Lovell Arms Co.
- 42 Do.
- 43 Century Cycle Mfg. Co.

## Fourth National Cycle Show

AT PHILADELPHIA,

Under the auspices of the Associated Cycling Clubs of Philadelphia.

January 29 to February 3 inclusive, 1894.

## Exhibition of Cycles and Cycling Accessories

FIRST REGIMENT ARMORY, BROAD and CALLOWHILL STS

Promenade Concerts every Afternoon and Evening.

FANCY and TRICK RIDING by Mr. SID BLACK and Mr. CHARLES G. KILPATRICK.

For Information Apply to

THOS. HARE, Chairman of Committee,

106 South Fifth St., Philadelphia, Pa.

MENTION THE BEARINGS

- 50 Union Cycle Mfg. Co.
- 51 Werner Cycle Depot, representing Marble Cycle Mfg. Co.
- 52 Relay Mfg. Co.
- 53 E. C. Stearns & Co.
- 54 Gormully & Jeffery Mfg. Co.
- 55 Do.
- 56 E. C. Stearns & Co.
- 57 J. H. Gibson.
- 58 American Athlete.
- 59 New York Belting & Packing Co.
- 60 Elwood Ivins Tube Co.
- 61 Philadelphia Drop Forge Co.
- 62 Providence Tire Co.
- 63 Light Cycle Co.
- 64 Buffalo Tricycle Co.
- 65 Gormully & Jeffery Mfg. Co.
- 66 Do.
- 67 Do.
- 68 Do.
- 69 Do.
- 70 Overman Wheel Co.
- 71 Do.
- 72 Do.
- 73 Do.
- 74 Do.
- 75 Wm. Trafford.
- 76 Newton Rubber Co.
- 77 Hilliard Cyclometer Co.
- 78 Codman & Shurtleff.
- 79 P. J. Berlo.
- 80 Columbia Rubber Works Co.
- 81 Wm. Read & Sons.
- 82 Cycle Guide.
- 83 Morgan & Wright.
- 84 Wilcox & Howe Co.
- 85 Simon. C. Levy.



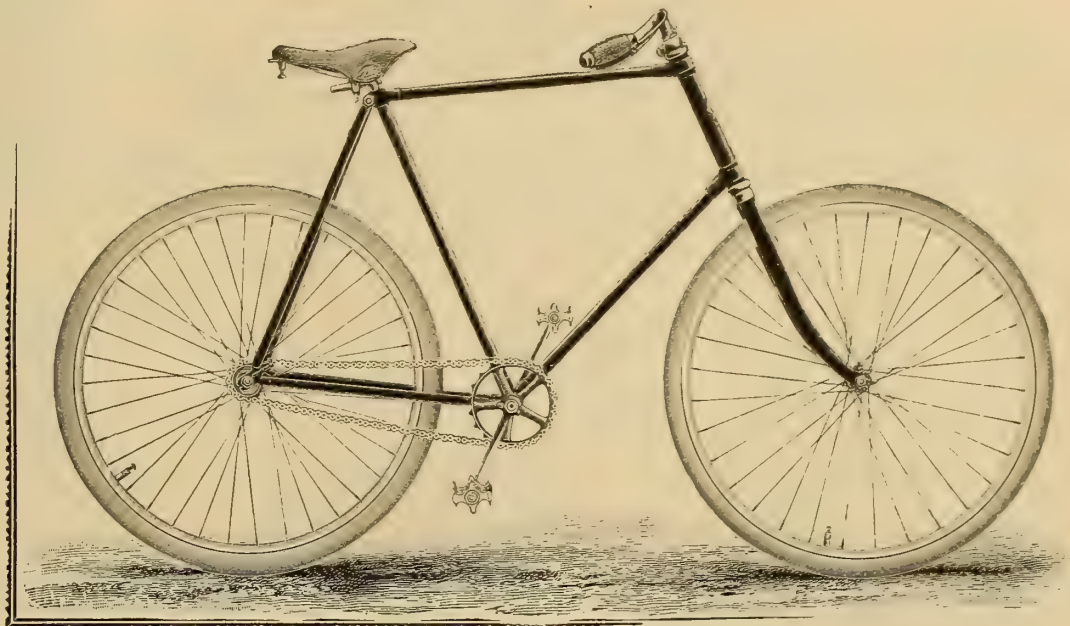
# 1894 THE BISON 1894

## AGENTS

Where can you find a more perfect combination of lightness, strength, and beauty than in our '94 Bison wheels?

They have stood the test for years.

Write for Catalogue and Terms.



TWENTY-SIX POUNDS.

## GIBSON & PRENTISS CYCLE CO.

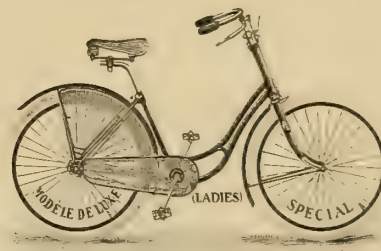
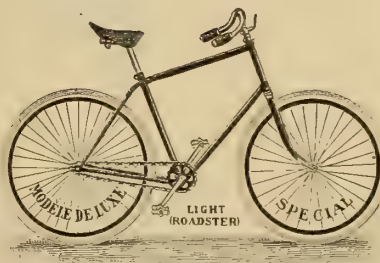
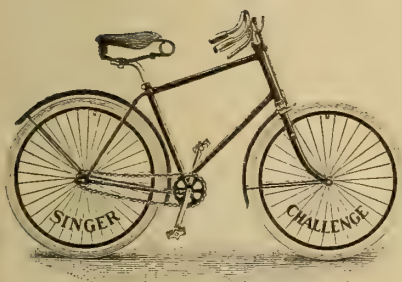
Office and Salesroom: 561 MAIN ST.

BUFFALO, N. Y.

Factory, 500 WASHINGTON ST.

MENTION THE BEARINGS

# SINGER CYCLES



"The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man cannot produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. My advice to buyers, whether they buy washtubs or steamships, is to purchase of long established houses with pronounced reputation. The manufacturer who has one price and maintains it, gives positive evidence of the standard value of his goods. It is worth something to know what you are going to get."

## SINGER & CO.

6 & 8 Berkley St. and 2 Warren Ave.  
BOSTON, MASS.

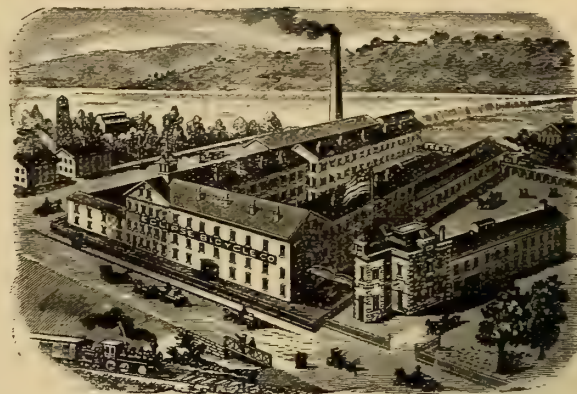


# Eclipse for 1894.

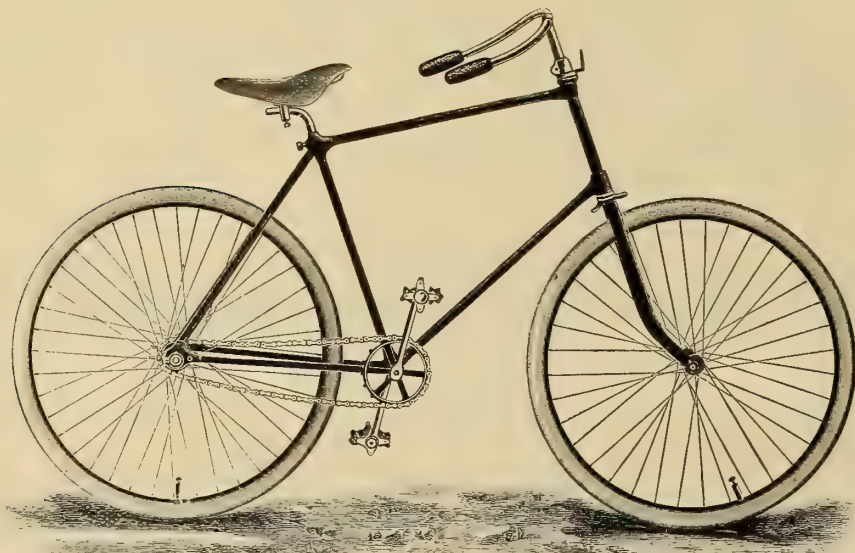
We are decidedly in it.

**LOOK AT THIS LINE!**

|                                         |                                          |
|-----------------------------------------|------------------------------------------|
| 1894 Eclipse, 28-pounds - - \$125.00    | Eclipse Model C (Combination) - \$100.00 |
| Ladies' Eclipse, 32-pounds - 125.00     | Eclipse Model D (Misses') - 85.00        |
| Eclipse Model B, 31-pounds - 100.00     | Eclipse Model E (Youths') - 85.00        |
| Eclipse Model E (Boys') - - - - \$75.00 |                                          |



*Works where Eclipse wheels are made.*



*Eclipse Boys' Wheel.*

*An elegant Holiday Gift.*

Eclipse wheels are all high grade, absolutely all steel, and guaranteed.

**LINES ARE RIGHT. WEIGHT IS RIGHT.  
PRICE IS RIGHT. DISCOUNTS ARE RIGHT.**

Made from the celebrated Mannesmann Tubing.

Our Model B we modestly believe to be in every respect unequaled at the price.

Our Model D is the '93 Ladies' Eclipse, which was very popular and listed at \$135.00

*Agents wanted in good territory yet unoccupied.*



**Eclipse Bicycle Co.** Indianapolis, Ind., and Beaver Falls, Pa.

MENTION THE BEARINGS

## INDIANA DEALERS.

### NOTICE.

We will be distributing agents, and have the exclusive sale of the famous **Western Wheel Works** machines and goods made by **Central Cycle Mfg. Co.** for the entire state of **Indiana** during 1894.

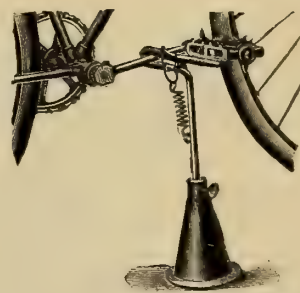
Get in line and secure the agency for the best known, most valuable, and complete line of bicycles in America.

1894 catalogues and samples ready early in January.

**H. T. HEARSEY & Co.**

INDIANAPOLIS, IND.

## PERFECTION STAND.



Refit your store with the most satisfactory article of its kind on the market—used by leading dealers throughout the United States.



Holds the cycle securely. Does not mar the finish. Adjustable for any size or style. Ornamental and just what you want. Price, \$1.50 and \$2.00.

Liberal Discount to the Trade.

MANUFACTURED BY...

**H. T. HEARSEY & Co.**

INDIANAPOLIS, IND.



Utmost Simplicity  
is Art.

*THE Andrae*  
**Bicycles**

Combine all the elements of strength, lightness, and durability. There is nothing complicated in the construction of Andrae Cycles.

**DEALERS...**

We will offer superior designs for 1894. Our models will be the Climax of modern wheel making. We can and will interest you, if you but send us your name.

Western Distributors of Crawford Mfg. Co.'s line of medium-grade Bicycles. None as Good.

**Julius Andrae Cycle Works**

225 West Water St., MILWAUKEE, WIS.

MENTION THE BEARINGS.

**Three Good Things for Wheelmen.**

THE RED STAR  
**Solid • Illuminant**  
FOR BICYCLE LAMPS.

"It is a solid and will not leak or spill."




A solid compound that melts as the light burns and hardens when the light is extinguished.

Large Can - - 50 Cents.  
Small Can - - 25 "

MENTION THE BEARINGS

The Red Star Specialties are Perfection.

We manufacture these specialties exclusively, and shall continue in the future, as in the past, to make the "RED STAR" brand the best goods that can be produced.

The Red Star Chain Lubricant,   
"A SOLID LITTLE CHUNK."



The Red Star Chain Lubricant IS NOT A GREASE, and does not make a greasy, dirty surface on which the dirt and dust will settle. It keeps the chain bright, makes a smooth, glossy surface, and has no equal for use where the roads are at all dusty. It is put up in stick form, wrapped in tinfoil, and is very handy and convenient.

Price per Stick - - 25 Cents.

These Goods are for sale by all the prominent dealers. Try them and see how good they are.



This Oil is made especially for Ball Bearings, and is not A SEWING MACHINE OIL.

Price per Can - - 25 Cents.

**RED STAR MFG. CO.**

(Post Office Address)

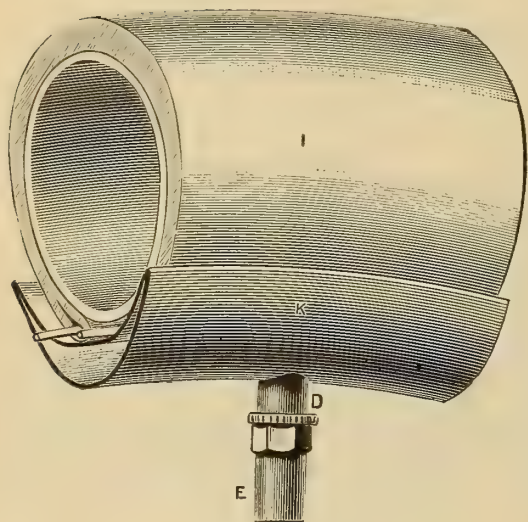
Factory: LONG ISLAND.

P. O. BOX 1092, NEW YORK.



# Look at It! Simple as A B C!

Unscrew that turret nut (E), push back the pin which is thereby released, disengage the cover by running your fingers round the edge, and lay it back. That's all you need do to expose the air tube for repair.



## The Preston-Davies Tire

"The Majesty of Simplicity."

The cover is not held on by inflation, but securely bedded into the rim.

**NO CREEPING.**

**NO CHAFING.**

Speed with Security.

Comfort with Stability.

NATIONAL SHOW STAND 195 (Egyptian Court).

## Preston-Davies Tire & Valve Co. Ltd.

Wandsworth Bridge Rd., Fulham, LONDON, S. W., and at COVENTRY.

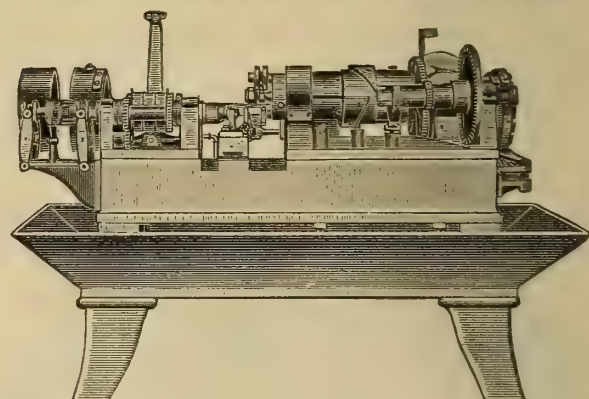
MENTION THE BEARINGS

# THE CLEVELAND MACHINE SCREW CO.

CLEVELAND, OHIO.

|               |                 |                |
|---------------|-----------------|----------------|
| Oil Cups.     | Collar Screws.  | Casehardening. |
| Nipples.      | Cap Screws.     | Specialties.   |
| Air Valves.   | Set Screws.     | Cones.         |
| Crank Keys.   | Special Screws. | Steps.         |
| Chain Rivets. | Turned Nuts.    | Studs.         |

We also Manufacture **AUTOMATIC SCREW MACHINES** for  
Turned Work of every description.



Having purchased the entire plant of the **GRANT ANTI-FRICTION BALL CO.**, of Fitchburg, Mass., we are prepared to fill orders promptly for



# STEEL BALLS

FOR ALL  
ANTI-FRICTION  
PURPOSES...

**Bicycle Balls a Specialty.**

The Most Complete Plant in the United States.

Sole Owners of the **RICHARDSON-GRANT** System of Grinding. Also the **N. SAWYER** Hardening Process. Present Capacity, 1,000,000 per Month. Large Additions now being made. We claim to make the **BEST** Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for Prices and Samples.

MENTION THE BEARINGS



# \$100 FOR \$50.



TO TEST THIS ADVERTISEMENT

## A. W. GUMP & CO.,

DAYTON, OHIO,

WILL send for the low price of \$50.00  
a new, full ball-bearing, Morgan &  
Wright pneumatic tire, full-size bicycle,  
that is now listed and sold for \$100.00

Be sure to call attention to this advertisement and mention "Bearings."

FULL DESCRIPTION ON REQUEST.

At the same time you might ask for Bargain List.



TRACK RACER. STYLE A. WEIGHT, 16 OZ.

## Sager Saddles, 1894

Eleven Distinct  
Styles....

The Finest Finished Saddles in the Market.



THEY FIT  
THE RIDER!

Original in design. Strong in construction. Black  
or russet tops. Send for new illustrated catalogue.

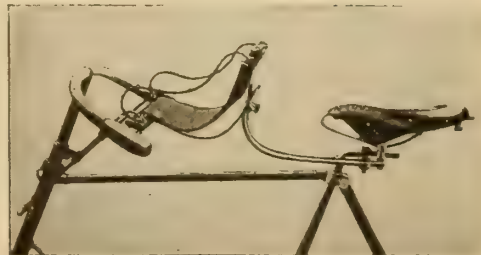
### ...The Beauty Child's Seat...

Attached only at Saddle Post.

Thousands In Use—Never an Accident.

Sold by all principal dealers in the United States and  
Canada. Send for new 1894 illustrated catalogue.

Electrotypes will be furnished for use in catalogues.



PRICE, \$4.50.

# The Rich & Sager Company, Rochester, N. Y.

MENTION THE BEARINGS



# To the General Public, Wheelmen in Particular.

We were too busy filling orders during the riding season to give our time to advertising the numerous victories which that beautiful wheel, "THE THISTLE," won during the season. We beg to draw your attention to

## A Few of the Most Important Victories Won on "THE THISTLE" IN CHICAGO.

On July 15th, Chas. Alsop, on a 25-pound wheel, won the Calumet 5-Mile Road Race.

Aug. 26th, Chas. Hagaman, on a 32-pound wheel, won the I. C. C. 10-Mile Road Race. F. C. Eddington, on a 32-pound wheel, was 6 inches behind the winner. Emil Ulbricht, on a 17-pound Thistle, won 2d time medal and 6th prize.

Sept. 7th, Wm. Bainbridge, in the 10-Mile Columbia Road Race, won 1st place and 1st time medal in 27 min. 54 sec., breaking the 10-mile road record. His mount was a 17-pound Thistle.

Sept. 14th, in the Eolus Club 10-Mile Road Race, Titley, on a 30-pound Thistle, won the race and the Keats' Cup. Gannon, on a 27-pound Thistle, winning time medal.

Sept. 16th, S. Wallace, on a 27-pound Thistle, won 10-mile race on the South Side. Oct. 14th, Carl Klagstadt won the Calumet 5-Mile Race, and just fancy how well the wheel must be built when a rider like Ulbricht rode from Chicago to Milwaukee on a 19-pound Thistle without a mishap, taking 3 min. off the record.

CUT OF 1894 "THISTLE" WILL APPEAR IN A LATER ISSUE.

For Catalogues, apply to THE  
FULTON MACHINE WORKS,  
or to  
MENTION THE BEARINGS

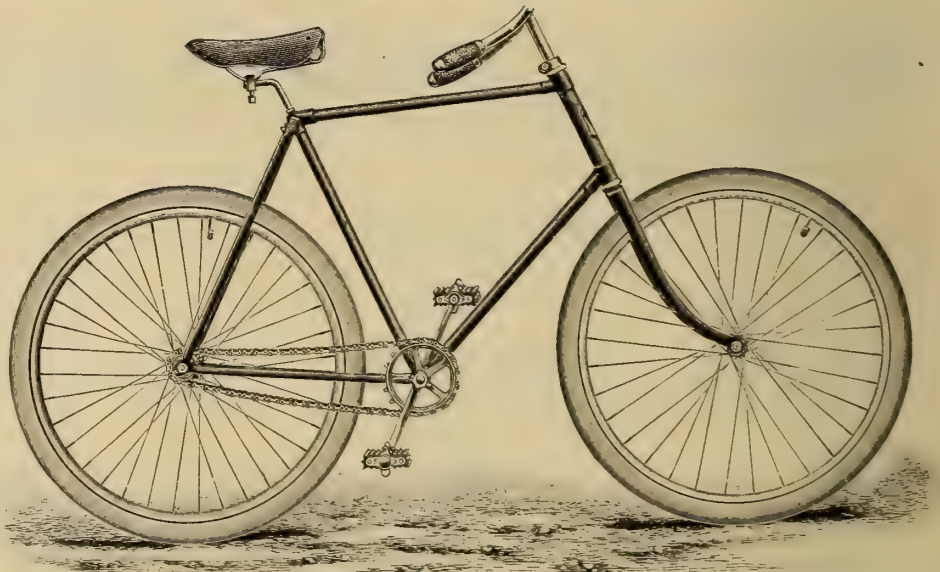
**MASON & MASON,** 599 W. Madison Street,  
CHICAGO AGENTS.

## Queen City for 1894

**GEO. N. PIERCE & CO.,**

MANUFACTURERS,

BUFFALO, N. Y.



New 1894 Pattern "QUEEN CITY," Weight 32 Lbs.

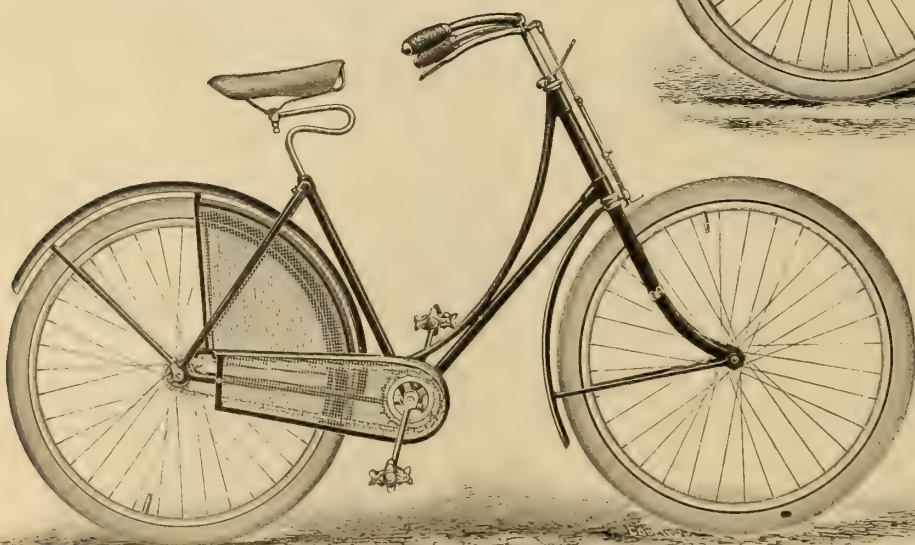
### THESE ARE OUR LIST PRICES:

|                             |   |          |
|-----------------------------|---|----------|
| 28-inch "Diamond" frame     | - | \$100 00 |
| 28-inch "Ladies" frame      | - | 100 00   |
| 26-inch "Diamond" frame     | - | 65 00    |
| 26-inch "Combination" frame | - | 65 00    |
| 24-inch "Diamond" frame     | - | 55 00    |
| 24-inch "Combination" frame | - | 55 00    |

ALL FULL BALL BEARINGS AND PNEUMATIC TIRES.

We are now ready to make prices and  
give agencies for 1894.

MENTION THE BEARINGS



New 1894 Ladies' "QUEEN CITY," Weight 38 Lbs.



1894.



1894.

MENTION THE BEARINGS

**MAKERS and DEALERS! We have Them Again!**



This is not a Toy or a Make-Believe Repair Outfit, but the old reliable "Perfection." TWICE SIZE OF CUT.

The LARGEST, BEST, NEATEST, HANDSOMEST, etc.,

Repair Outfit on Earth for the salvation of all discouraged tires . . . . .

**The "Perfection"**

Send 12 two-cent stamps for sample and let us quote our record-breaking prices.

100,000 AND OVER SOLD IN FIVE MONTHS.

**FERRIS, WHEELER MFG. CO., 289 Wabash Ave., CHICAGO.**

**Bicycle Sundries Only-- OUTFITS. GOO-GOO-OILS. GRAPHITE. BICYCLE SUITS. TOOL BAGS, ETC.**  
MENTION THE BEARINGS

**EMERY WHEELS**  
and  
**MACHINERY.**

**THE Frank T. Miles Co.**

**BICYCLES, SUNDRIES**  
and  
**RECREATION GOODS.**

Distributing Agents for the CELEBRATED HART (Detroit)

**EMERY and CORUNDUM WHEELS.**

TERRITORY AGENTS FOR

**STEARNS .: IMPERIAL .: PHOENIX**

136 W. Seventh St.

**....Bicycles....**

Cincinnati, Ohio.



2. Yost Mfg. Co.
3. Ira Perego & Co.
4. Warman-Schub Cycle House.
5. Bailey Mfg. Co.
6. Rochester Cycle Co.
7. Parkhurst & Wilkinson.
8. Rich & Sager Mfg. Co.
9. Sterling Cycle Works.
10. Sterling Cycle Works.
10. Syracuse Cycle Works.
11. Syracuse Cycle Co.
12. American Dunlop Tire Co.
13. American Dunlop Tire Co.
14. Garvin Machine Mfg. Co.
15. Garvin Machine Mfg. Co.
16. Garvin Machine Mfg. Co.
17. Garvin Machine Mfg. Co.
18. Kenwood Mfg. Co.
19. Singer & Co.
20. Singer & Co.
21. Singer & Co.
22. A. G. Spalding & Bros.
23. A. G. Spalding & Bros.
25. Central Cycle Mfg. Co.
26. Capitol Mfg. Co.
27. Anglo-American Iron Metal Co.
28. Remington Arms Co.
29. Remington Arms Co.
30. N. Y. Cycle Co.
31. Western Wheel Works.
32. Western Wheel Works.
33. Buffalo Tricycle Co.
34. Buffalo Tricycle Co.
35. William Read & Son.
36. Columbia Rubber Works Co.
37. Pope Mfg. Co.
38. Pope Mfg. Co.
39. Pope Mfg. Co.
40. Pope Mfg. Co.
41. Hartford Wheel Co.
42. Hickory Wheel Co.
43. Relay Mfg. Co.
44. John P. Lovell Arms Co.
45. John P. Lovell Arms Co.
46. J. J. Warren Co.
47. Morgan & Wright.
48. N. Y. Belting & Packing Co.
49. Peerless Mfg. Co.
50. Raleigh Cycle Co.
51. Marion Cycle Co.
52. Royal Cycle Works.
53. Stover Bicycle Mfg. Co.
54. Premier Cycle Co.
55. Hill Mfg. Co.
56. Ariel Cycle Co.
57. Hulbert Bros.
58. Black Mfg. Co.
59. Black Mfg. Co.
60. Hulbert Bros.
61. Porter & Gilmour.
62. Providence Tire Co.
63. H. H. Kiffe Co.
64. Elliott Burris.
65. McIntosh-Huntington Co.

List of Firms who have taken spaces numbered opposite their names up to Dec. 8.

# National Exhibit

—OF—

**CYCLES, CYCLE SUNDRIES, and ACCESSORIES.**

Madison Square Garden, New York City.

**JANUARY 8th to 13th, 1894.**

UNDER THE AUSPICES OF THE

**METROPOLITAN ASSOCIATION OF CYCLING CLUBS**

OF NEW YORK AND NEW JERSEY.

Grand Promenade Concerts every Afternoon and Evening by

**SEVENTH REGIMENT BAND, N. G. S. N. Y.**

*W. B. ROGERS, the Eminent Cornetist, Conductor.*

*Among the Trick Riders already engaged are W. S. MALTBY and SIDNEY BLACK.*

**SPECIAL RAILROAD RATES** of one and one-third of regular fare have been arranged for all dealers in Cycles, Cycle Sundries, or Accessories visiting this Show; tickets good from January 5th to 16th, 1894.

**HOTELS**—Special rates of \$1.00 and upward for rooms with steam heat, European plan, have been arranged at the following hotels: Grand Union, Everett House, New Amsterdam, Ashland House, Union Square Hotel, Sturtevant House.

The spaces reserved for the Pope Manufacturing Co. and the Overman Wheel Co. will be occupied by their World's Fair exhibits.

**All Information**—**FRANK W. SANGER, Manager, or CYCLE SHOW COMMITTEE, MADISON SQUARE GARDENS, NEW YORK.**

MENTION THE BEARINGS

66. McIntosh-Huntington Co.
67. Hermes Tire Co.
68. Washburn Cycle Co.
69. Grand Rapids Cycle Co.
70. Simonds Rolling Machine Co.
71. New Departure Bell Co.
72. New Departure Bell Co.
73. H. A. Lozier & Co.
74. H. A. Lozier & Co.
75. League Cycle Co.
76. Elastic Tip Co.
77. E. C. Stearns & Co.
78. Buffalo Wheel Co.
79. Eagle Bicycle Mfg. Co.
80. Boston Woven Hose Co.
81. Warwick Cycle Mfg. Co.
82. Newton Rubber Co.
83. Roger B. McMullen & Co.
84. John S. Leng's Son & Co.
84. Newark Hardware Specialty Co.
85. Snell Cycle Fittings Co.
85. Red Star Mfg. Co.
85. Standard Cyp Co.
86. R. B. McMullen & Co.
87. Wilson, Myers & Co.
88. Wilson, Myers & Co.
89. Wilson, Myers & Co.
90. Cleveland Machine Screw Co.
91. Indiana Bicycle Co.
92. Indiana Bicycle Co.
93. Eastern Rubber Mfg. Co.
94. Schoverling, Daly & Gales.
95. Fenton Metallic Mfg. Co.
96. Rimington Bros. & Co.
97. Overman Wheel Co.
98. Overman Wheel Co.
99. Smith Wheel Mfg. Co.
100. Cushman & Denison.
100. Louis Rosenfeld.
100. Strieby & Foote.
101. Newark Nickel Plating Co.
101. Bicycle Wood Rim Co.
101. Fish-Bergfels Saddle Co.
102. McKee & Harrington.
103. Quadrant Cycle Co.
104. Overman Wheel Co.
105. Overman Wheel Co.
106. Overman Wheel Co.
107. Overman Wheel Co.
108. Overman Wheel Co.
109. Mannesmann Tube Co.
110. Mannesmann Tube Co.
111. American Ormonde Cycle Co.
112. Ellwood-Ivins Tube Co.
113. Fred C. Gilbert & Co.
126. Keating Wheel Co.
127. The Wheel and Cycling Trade Review.
128. J. F. Lutz & Co.
128. American Wheelman.
- A. Curtis-Child Mfg. Co.
- B. Persons & Muller Mfg. Co.
- C. Butler & Ward.
- D. Erie Rubber Co.

# THE PLACE TO GET THE MOST FOR YOUR MONEY

IS AT THE

## Schulenberg Cycle Co.

188 Jefferson Avenue, Detroit, Mich.

MANUFACTURERS, JOBBERS, AND RETAILERS OF

### High Grade, Medium, and Cheap Bicycles....

SUNDRIES, TIRES, AND PARTS OF EVERY DESCRIPTION.



REPAIRING, REMODELING, and ENAMELING done promptly in a workmanlike manner at lowest prices.

Our NEW COMPOUND of RUBBER CEMENT is guaranteed to be the best in the world for repairing pneumatic tires.

**Our New 1894 High Grade Bicycle at a Popular Price will be a Corker.**

This month we offer special prices on the new Dunlop tires, sweaters, hose and supporters, and the following well-known high grade bicycles: Swift, New Howe, Chicago Triumphs, and Quinton Scorchers.

It will pay you to write for our catalogue and prices.

MENTION THE BEARINGS



# ORIENT : CYCLES

EXCLUSIVE FEATURES.

UNIVERSAL HANDLE-BAR.

PROTECTED DETACHABLE TIRE.

NARROW TREAD (5 = inch).

= = LARGE BALLS. = =

... TOOL ... STEEL ...  
BEARINGS.



... KEY ...

SCREW ADJUSTMENTS.

DETACHABLE SPROCKETS  
(Front and Rear).

IMPROVED PEDALS.

RACERS, Weights 17 to 21 lbs.

FULL ROADSTER, 25 lbs.

THE WALTHAM MFG. CO.

# WALTHAM, MASS.

MENTION THE BEARINGS



**We Make High Frames  
Without Extra Charge.**

...THE...

**F. F. IDE**

**MFG. CO., of Peoria, Ill.,**



wish to announce to the public that they now have their '94 lines complete, consisting of four weights of machines all built on the most popular diamond frame lines.

**OUR 23-POUND "IDE SPECIAL"**

you will find especially adapted to track and fast road work: is very handsome in design with reinforced frame throughout, Perry tool steel chain, tool steel interchangeable sprockets, wooden rims, Palmer or any tire suggested by rider. This machine with racing tires and saddle will weigh less than 20 pounds.

**OUR "IDE LIGHT ROADSTER,"**

weight under 25 pounds, is a machine adapted for general use and fast road work. This machine is regularly equipped with wooden rims and Palmer tires.

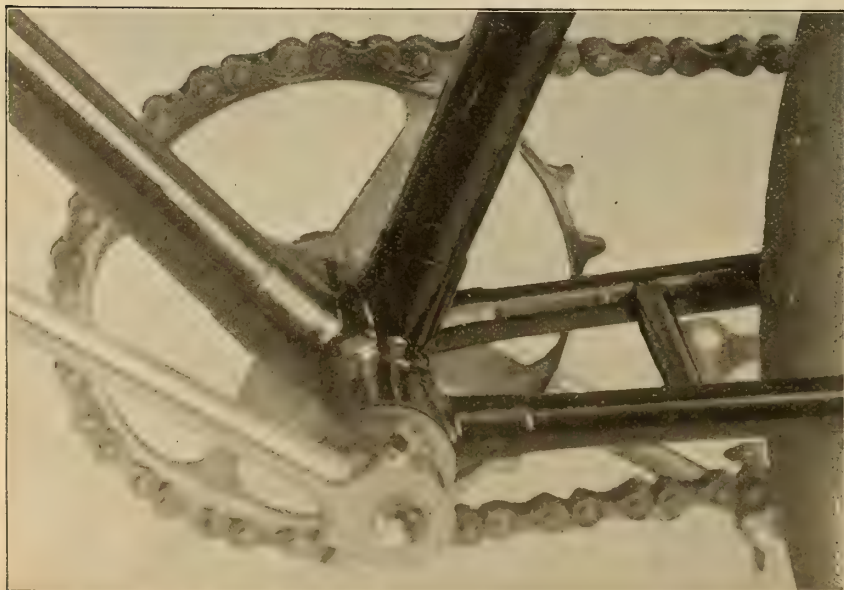
**OUR "VALID SPECIAL,"**

weight 28 pounds, with hollow rims and heavy tires, is a No. 1 machine for all round work.

**OUR "VALID" WHEEL,**

weight 30 pounds, is especially adapted for hard road riding and all work where machine is placed under constant and severe use.

We fully warrant each and every part of each machine and will replace, free of charge, any of the parts that should prove defective. All of our machines will be supplied with a number of new and desirable features, and yet in the construction we will not deviate from what has, by past experience, proven the proper lines for speed, strength, and good sterling qualities.



**THIS ILLUSTRATION**

represents crank hanger and lap brazing as used on "Ide Light Roadster" and "Valid Special." It will be noticed that all our wheels have two oil cups on crank hanger with separate tube for each bearing. The neat appearance of our crank hanger is admired by all.



Send for catalogue with full description and prices.  
Be you a dealer or be you a rider it will interest you.



**F. F. IDE MFG. CO.**

117-129 Fredonia Ave. - - PEORIA, ILL.



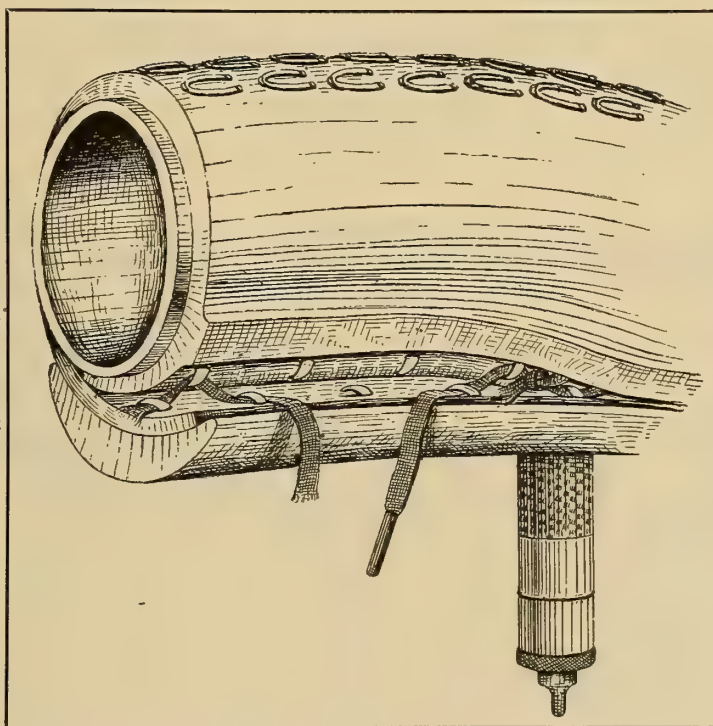
**CLEVELAND RUBBER WORKS, of The Mechanical Rubber Co.**

# A November Record That Counts!

53 Miles on the Road in 2 hours and 57 minutes.

Mr. C. G. Merrills, of Cleveland Wheel Club.

## ON A PAIR OF 4-POUND LOOP TIRES.



In case of puncture, repairs to inner tube made in 10 minutes.

Permanently Cemented or Riveted to any Rim.

Made in all sizes.

Indorsed by cyclists and horsemen.

Racing tires 2 pounds per pair.

## Cleveland Rubber Works,

OF THE MECHANICAL RUBBER CO.,  
Cleveland, Ohio.

MENTION THE BEARINGS

**CLEVELAND RUBBER WORKS, of The Mechanical Rubber Co.**

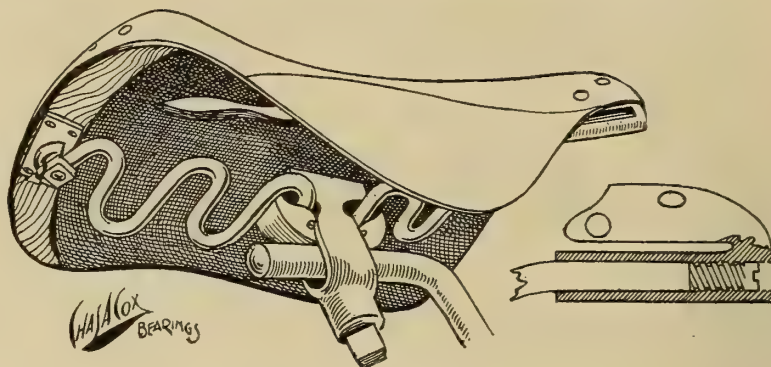


# DEVORE'S SADDLES.

SOMETHING ENTIRELY NEW  
IN THE SADDLE LINE.



The spiral spring allows a universal yielding strain and is the easiest riding saddle on the market.



THE DEVORE.

The clamping arrangement allows the saddle to be tightened or loosened, and is formed by a round socket internally screw threaded, in which is placed a small screw by which the forward end of the spring may be crowded backward or relaxed.

L. M. DEVORE & CO., Freeport, Ill.

MENTION THE BEARINGS

## A BICYCLE DREAM.

I had a dream the other night. A dream so queer that I can not keep it out of my mind.

I was in the midst of my second nap when there suddenly appeared before me a gray-haired gentleman of a decidedly patriarchal appearance, dressed in a long flowing garment. The old fellow regarded me in silence for several moments, and I was just about to demand his name, and request him to state his business, when he began to speak.

"Son," he said, speaking very slowly, "I am Morpheus. For many nights, now, thou hast early sought thy couch, and readily yielded thyself to my soothing influence, and as a reward I will give thee knowledge concerning the future fortune of any person or thing thou mayest ask."

Good for you, old fellow, I thought. "I should like to know just what sort of bicycles will be put on the market in '94," was what I said.

Hardly had the words escaped my lips when a procession of bicycles began to pass before me. I asked the name of each wheel as it passed, and so tasty in design

was each one that I soon became convinced that in choosing among them I had a well nigh hopeless task before me.

At last the stream of bicycles began to flow more slowly, and finally ceased entirely. I've seen them all, I thought. As if in contradiction there suddenly flashed out of the darkness a wheel so beautiful, so perfect in construction, so elegant in finish, and withal (unless appearances were very deceitful) so light and strong, that I uttered an involuntary cry of delight.

"What wheel is that?" I asked excitedly. "Why didn't you show it to me before?"

"That," came the slow reply, "I have reserved till the last because it is the best. It is called the 'READING.'"

Old Morpheus and the beautiful wheel faded away, and I started up in bed, rubbing my eyes.

"That dream is prophetic," I said to myself after I had recovered somewhat from the confusion into which the vision had thrown me. "And the Reading is the wheel for me."

E. J. P.

1894 Models ready in November. Don't place contracts before you write us, and see our wheels.

## READING WHEELS FOR '94.

Jobbers, don't close your contracts before getting our prices.

BEST WHEELS.

.... BEST MATERIAL.

.... BEST PRICES.

W. H. WILHELM & CO., Reading, Pa.

MENTION THE BEARINGS.

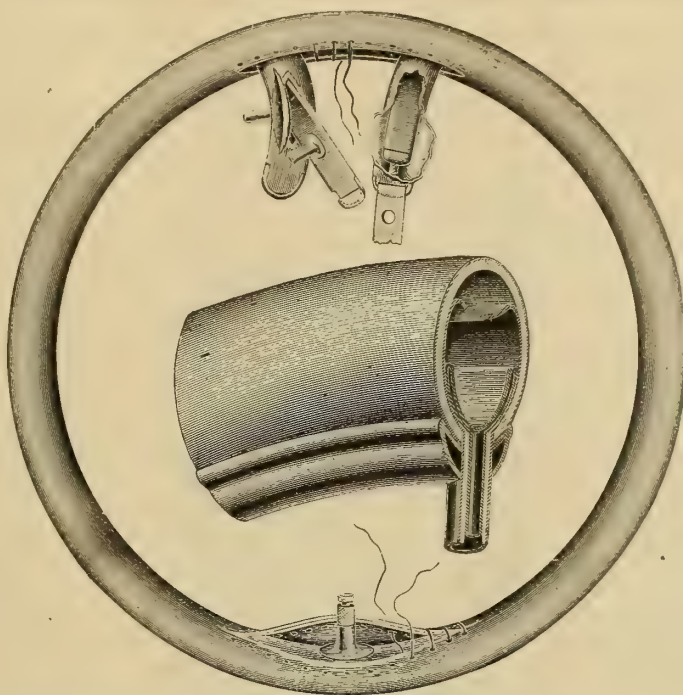


"'Tis better to have and not need, than to need and not have."

This represents the second inner tube drawn through the first, and positions of valve stems.

### FULL ILLUSTRATION

showing the way the tubes lie when the outer is inflated and inner deflated, sent on application.

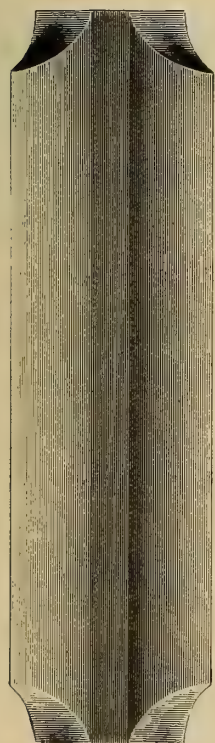


### THE PROVIDENCE DOUBLE-TUBE TIRE

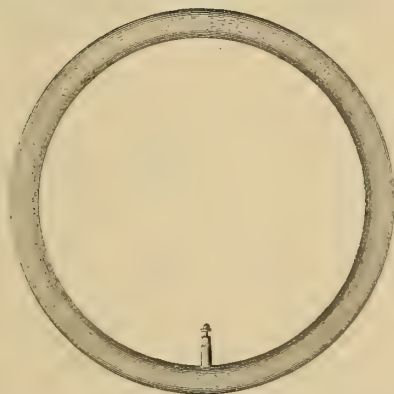
Is the most simple, practical, and will give less trouble than single-tube tires, with no increased weight and no necessity of carrying cement solution or tools to repair in case of puncture. All inquiries cheerfully attended to.

## The Providence Tire Co., Providence, R. I.

MENTION THE BEARINGS



### BOSTON RACING TIRE.

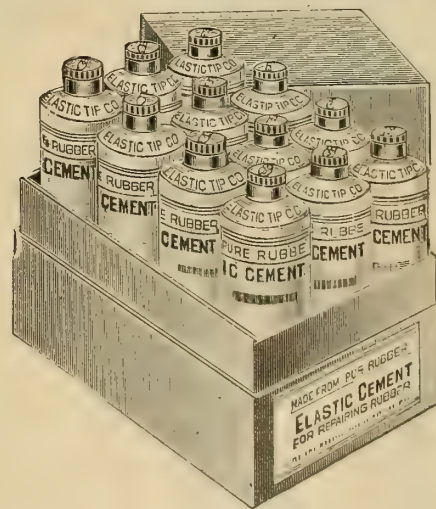


Lightest and strongest racing tire on the market.  $3\frac{1}{2}$  lbs. to the pair. Fast and resilient. Send for our '94 catalogue.

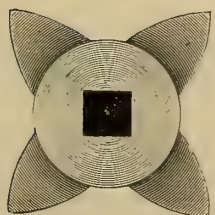
Midget Repair Kit for the '94 trade. Send for sample, only 25 cents, by mail.

Rims, forks, pedals, lamps, balls, cranks, nipples, ball hubs and pedals, frames complete, forgings, spokes, sprocket wheels, Boston pneumatic, Acme pneumatic, wood rims, N. G. L. pneumatic, pedal rubbers to order, handles, cement, tire cement, repair outfits, tool-bags.

### PURE RUBBER CEMENT.



For repairing pneumatic tires. Packed in metal tubes, 2-in., 4-in., and 6-in., and in tin cans, 1 qt., 1 gal., 5 gal., and 10 gal. Special price by the bbl.



Style G. molded Pedal Rubber. \$1.50 per set of four. Send for sample set.

MENTION THE BEARINGS

## CHICAGO TIP & TIRE CO.,

152-154 LAKE ST.,

CHICAGO, ILL.



# The Phoenix for 1894



WILL HAVE

Different Heights of Frame, to Fit the Rider,

Dust-proof Bearings,

Raised or Dropped Handle Bars,

Wood Rims, if Ordered.

.....

The Phoenix is endorsed by agents and riders. It has stood road tests from San Francisco to New York.

It is of superior manufacture from the best steel forgings and tubing.

And its strength and ease of running has created a demand for it.

Samples now ready.

We solicit correspondence with agents.

Send for 1894 Catalogue.....

**STOVER BICYCLE MFG. CO.,**

Mention  
the  
Bearings.

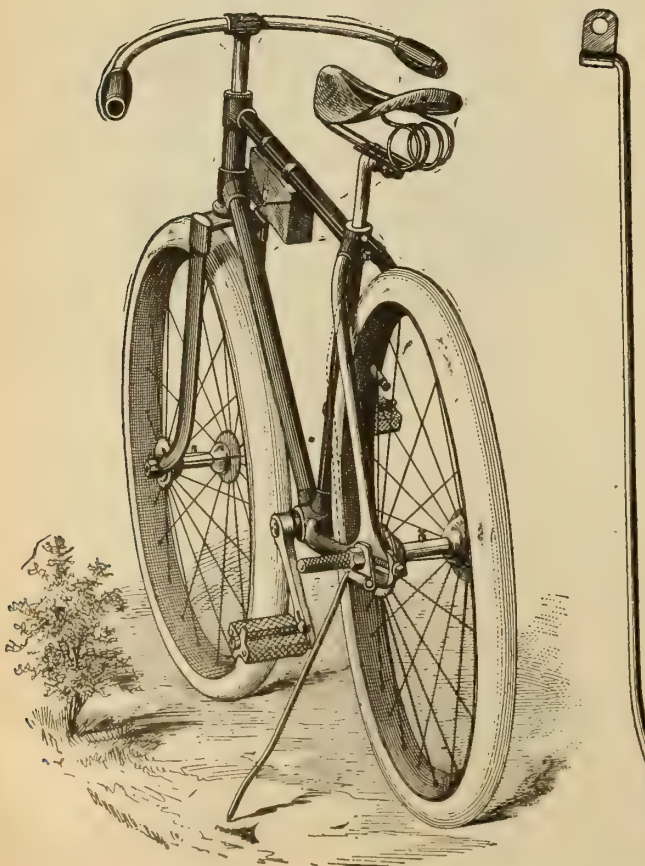
**Freeport, Ill.**

...THE...

## Champion Bicycle Supporter

(PATENTED).

...Agents Wanted...



Saves you from having to hunt a convenient post, wall, fence, or other rest for your wheel.

Saves wear and tear and the money you are continually paying out for repairs, caused by the throwing or falling over of your wheel.

The "Supporter" is simple, durable, and very light; weighs only 3 to 4 ounces; is made of the best steel, nickel-plated; easily attached to any wheel made; once attached, you have no need to detach it; it stays always tight on the wheel, and goes always with you.

It is cheap in price, considering workmanship and usefulness, and if once seen no rider will miss getting one.

The CHAMPION BICYCLE SUPPORTER has been adopted by the Bicycle Corps of the Second Infantry Regiment, I. N. G., Chicago, and they say it is the simplest and best Supporter they have ever seen, and works splendidly.

**F. C. ADAMS,** Room 801 **169 Jackson St., CHICAGO.**

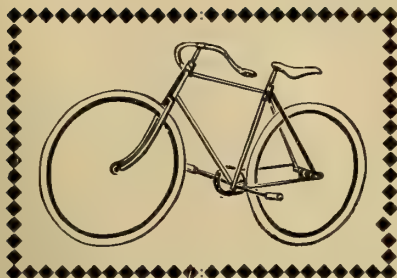
MENTION THE BEARINGS.



# Howard A. Smith Company,

NEWARK, NEW JERSEY,

MANUFACTURERS, IMPORTERS, AND WHOLESALE DEALERS IN



## CYCLE SUNDRIES.

WE have been the leaders and largest supply house since the bicycle has been known on this continent.

SEND STAMP FOR

### Encyclopedia of Cyclers' Wants,

NOW READY TO MAIL.

P. S.—We are making '94 Frames, Nipples, Crank Keys, etc., for the trade.

MENTION THE BEARINGS



#### ALL KINDS OF MONEY

Is what you want to make next season.

#### AFTER THE SHOW

We will tell you how to do it.

#### DON'T BE IN A HURRY

Till we see you, for we will have everything

#### NEW AND STARTLING

In which we can see any merit.

Mention the Bearings.





# "THE TOURIST."

**W**E beg to announce that all rights to the manufacture and sale of this famous wheel, formerly owned by the Geo. R. Bidwell Cycle Co., are now the exclusive property of the undersigned.

Full particulars regarding the **1894 TOURIST** will be duly announced.

**WE HAVE A FULL LINE OF TOURIST PARTS, AND ORDERS  
FOR THEM WILL RECEIVE PROMPT ATTENTION.**

## **BIDWELL-TINKHAM CYCLE CO**

306-308-310 WEST 59TH STREET, NEW YORK CITY.

MENTION THE BEARINGS

## You Don't Take Chances when you buy a **JAMES!**

"Fast bind, fast find." A proverb never stale in thrifty mind.



## Why Take Chances

When you can get a **James**, with a reputation established in both hemispheres for a quarter of a century.

We make a special feature of lightness in construction and neatness in detail. Unequaled in strength, light weights, and quality. Send for catalog.

**James Cycle Co., 250-252 Wabash Ave., Chicago.**

MENTION THE BEARINGS



# Rubber Cement and Sundries.

NOTICE.—We may be at the Show and we may not.  
We would be pleased to hear from you just the  
the same.

NOTICE.—MANUFACTURERS, JOBBERS, DEALERS, be-  
fore placing your orders for Cement the coming  
year, do not fail to secure our prices. We

know they will please you. We are sole manufacturers of the famous **Red Cross** brand that is now for sale by all first-  
class dealers throughout the world. Remember there are a great many rubber cements—some good and some bad—but  
there is **only one** brand that is strictly **high-grade**, and that is the invincible **Red Cross**.

**Our Red Cross Sundries** are strictly first-class in every respect, and are, without any exception, the best-selling  
line of specialties on the market. Quick sellers every one of them.

Secure our prices and electrotype for your '94 catalogue. Make a note of this now, you may forget it.

We are faithfully yours,

## ARLINGTON U. BETTS & CO.,

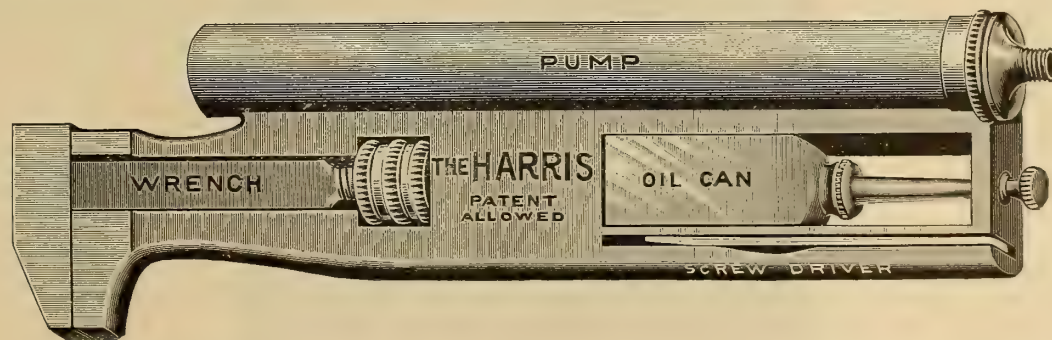
Manufacturers of Red Cross Rubber Sundries,

### TOLEDO, OHIO.

MENTION THE BEARINGS

## ATTENTION, CYCLIST!

# The Harris Combination Wrench



A New Novelty and Practical Combination Tool for 1894.

Wrench, Oil-can, Pump, and Screwdriver all Combined in One.

Made of drop-forged steel, case hardened, weight 10 ounces.

Electrotype for Catalogues on application.

Harris Manufacturing Co. 381 Main St., Buffalo, N. Y.  
MENTION THE BEARINGS



To all our Patrons and the Public at large

We cordially wish the compliments of the season.

We shall dispense with the jobber and deal direct with all retail dealers. We are allotting agencies now. Better get your application in early.



The new year brings many  
good things on



*The Liberty*

WILSON, MYERS & CO., 55 Liberty Street, N.Y.

Mention The Bearings



KALAMAZOO BABY CARRIER.

PRICE, with Board Seat Attachment, - \$3.00.

**Kalamazoo Cycle Co.,**

Sole Owners and M'rs,

**KALAMAZOO,**

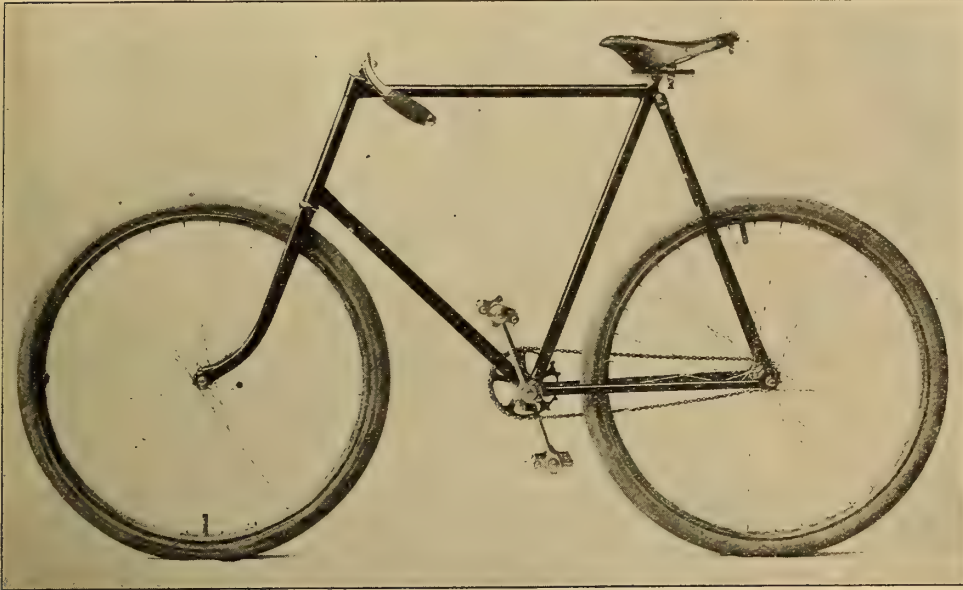
Mich.



# 1894!

## Light, Strong, Stylish.

It Attracts, It Pleases, It Captivates.



Weight, as shown, 27 pounds.

### Bailey Speed Changing Device...

(Patented.)

Change of speed at any time and  
anywhere in 30 seconds.

No extra parts.

## BAILEY MFG. CO., 207 S. Canal St., Chicago.

MENTION THE BEARINGS

# OUT FOR THE STUFF!

OF course you are and we can help you get some of it. Drop us a line for our practical and money-saving suggestions which will interest dealers making '94 contracts for high and medium grade cycles.

## THE GLOBE

(24 and 19 pounds),

THE favorite mount of road and track men; records without number have been broken on this wheel.

## THE MASCOT,

OUR cheaper wheel, is ridden by "the butcher, the baker, the candlestick maker" as well as those in higher walks of life.

AGENTS WANTED.

AGENTS WANTED.

## PENSEYERS & HABERER,

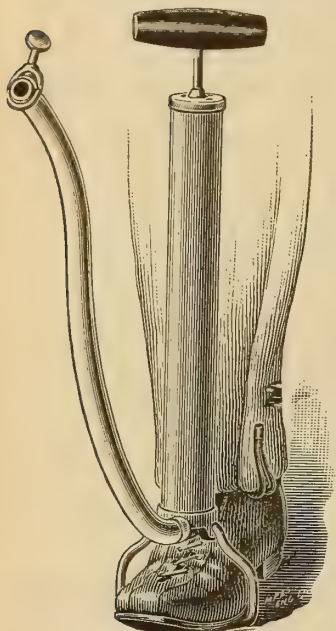
CLINTON CYCLE WORKS, BUFFALO, N. Y.



# HEATH BALL VALVE PUMP

The most convenient and effective pump on the market; therefore

THE LEADER FOR 1894.



Size of barrel, 1½ by 12 in.  
Powerful. Capable of raising a pressure of 100 pounds to the square inch.  
Weight about two pounds. Easily carried on the wheel, if desired.  
Universal Coupling (shown on the end of hose), by means of which connection can be easily and quickly made with any valve.  
Hinged Stirrup, allowing barrel to oscillate with motion of the hand, and folding back against the barrel when carrying.  
Finished in highly polished nickel plate.

Guaranteed not to break.

PRICE, \$2.00. LIBERAL DISCOUNT TO THE TRADE.

SOLE MANUFACTURERS:

S. F. HEATH CYCLE CO., Minneapolis, Minn.

NOTICE---Our coupling is protected fully by patent granted Oct. 24, 1893. Several firms are infringing. A word to the wise is sufficient. We shall protect our rights.

Mention The Bearings

# The Ashland Cycle Company

("THE SQUARE BICYCLE DEALERS")

Stand at the Head of the West Side Cycle Row

AND

Will "Scorch" for trade during the Season of 1894

WITH A LINE OF

# Highest Grade Bicycles

Largest Stock of Cycle Sundries on the West Side.

Cushion Tires changed to Pneumatic at Low Price. Repairing at One-half the regular rates during January and February.

WE ARE CLOSING OUT '93 WHEELS AT COST.

Give us a call and get a SQUARE DEAL.

# Ashland Cycle Company

(WHITCOMB, FOSTER & CO.)

591 Madison St., CHICAGO.

Mention The Bearings

## Extraordinary Offer!

## WE DON'T WANT MONEY!

BUT TO KEEP OUR MEN EMPLOYED, work sent now may be left until April, to be paid for when taken away, or C. O. D. when ordered returned. Storage free.

We pay freight both ways on work amounting to \$5.00.

## Is Anything Wrong with your Bicycle?

Have it repaired now, ready to ride or sell in the Spring

We can reconstruct it entire if need be.

HAS IT SOLID OR CUSHION TIRES? We can alter it and fit pneumatic, so you might think it originally made for them.

ARE THE DIRECT SPOKES TROUBLESOME? We can put tangents in place of the straight ones.

DO YOU WANT A PAIR OF THE NEW "WOODEN RIMS" which are so wonderfully light and strong?

DO YOU WANT NEW TIRES of any kind, or a new INNER TUBE, VALVE, or OUTER CASE for the old ones?

DO YOU WANT your machine re-enameled or nicked equal to new? It will sell quicker and for better price.

Dealers or repairers who lack facilities for difficult work, should take advantage of this offer.

Ten years' experience has made our advice valuable. You can have it for the asking. Write us.

C. R. & W. M. HARADON,

135 State Street - - - SPRINGFIELD, MASS.

Mention The Bearings



## IMPORTANT NOTICE!

Do not place your order for a new machine until you have seen and examined the 1894 HICKORIES, which will be ready for shipment about January 1st.

We shall have four different models, and they will be up to date in every respect. Send in your name for an elegantly illustrated catalogue, which will be ready about the first of the year.

# Hickory Wheel Co

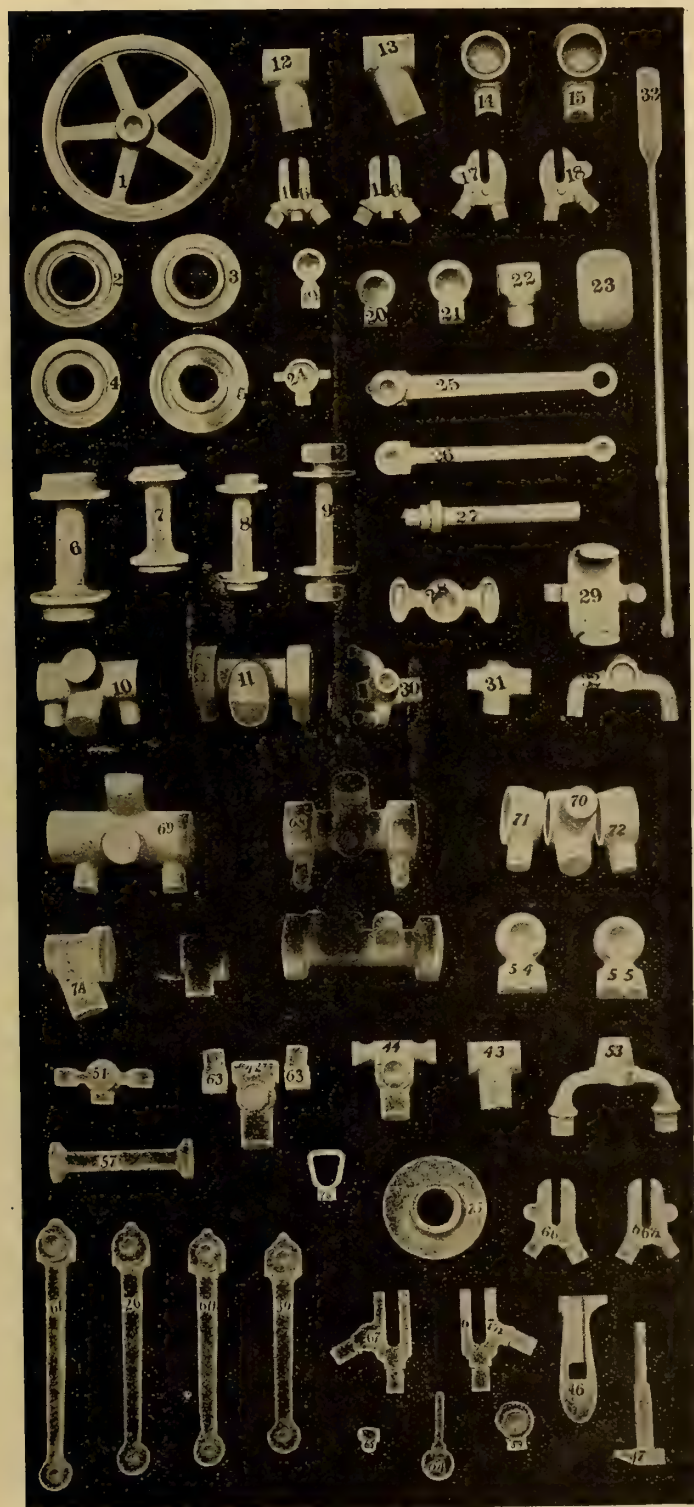
SO. FRAMINGHAM, MASS.



Mention The Bearings



# STEEL FORGINGS.



These Forgings ready for immediate delivery and estimates given on special patterns.

## BUFFALO DROP FORGING CO.

BUFFALO. - - - - NEW YORK.

MENTION THE BEARINGS



## A New Sweater for 1894

WHAT IS IT LIKE?

SEND FOR A SAMPLE AND SEE.

## A Good Xmas Present!

*Bicycle Trousers and Bloomers,  
Stockings, Full Tights and Racing Suits.*

SEND STAMP FOR CATALOG.

## The Holmes Co.

109 Kingston St. - BOSTON, MASS.

Mention The Bearings

Highest award for hand-made Guns at the  
World's Columbian Exposition.



JORDAN SPECIAL LIGHT ROADSTER, 19 and 25 LBS.

## LOUIS JORDAN, BICYCLE AND GUN MAKER

Bicycles Made to Order. High Grade Wheels for sale.

Largest and Oldest Repair Shop in the City.

Japanning and Nickeling. Wheels altered to Pneumatic Tires and  
WOOD RIMS.

71-73 E. Randolph St., Chicago.

Mention The Bearings



# Wynnewood

...and...

# Queen City

## BICYCLES FOR 1894.

In twenty styles and that many prices. Each machine improved; weights reduced.

..When 

## You Visit New York City

Be sure to see all the above machines at the Office and Salesroom,

92 READE STREET.

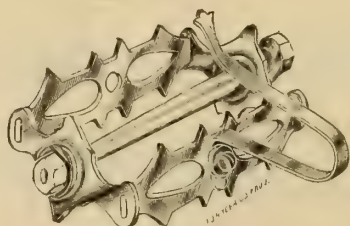
## A. M. SCHEFFEY & CO.

MENTION THE BEARINGS

# You need a pair of Rankin Toe Clips

They will make your riding twenty-five per cent easier.

All dealers in  
Bicycle  
Sundries sell  
our Toe Clips.



THE RANKIN TOE CLIP.

We want  
dealers to send  
for cut for  
'94 Catalogue.

## W. G. Rankin & Co.

25 Custom House St., Providence, R. I.

Mention The Bearings

## .....WE WISH YOU.....

TO BE IMPRESSED WITH

the fact that we carry the LARGEST STOCK IN MICHIGAN of all grades of machines at any price to suit purchaser, and desire your business.

### MICHIGAN READERS,

Please bear in mind that we are headquarters for

Ramblers, Falcons, Triangles, McCunes,

And the safest way to insure

# A HAPPY NEW YEAR

Is to see our line before ordering.

We have one of the LARGEST REPAIR SHOPS IN THE U. S., and pride ourselves upon quality of work and low prices.

IT WILL PAY YOU TO GET OUR FIGURES.

Positive Bargains in Second-Hand Wheels.

## The Detroit Cycle Co., Ltd.

201 WOODWARD AVE.,  
DETROIT, MICH.

MENTION THE BEARINGS

Representative Bicycle House of Michigan.

## PHOTOS OF RIDERS.

14x17 Photos and Cabinets of the Following, Mounted on Wheel:

W. F. Murphy, A. A. Zimmerman, W. W. Windle, P. J. Berlo, H. C. Tyler, G. M. Worden, G. F. Taylor, E. A. McDuffee, Fred C. Graves, W. M. Haradon, George M. Hendee, Hoyland Smith, W. W. Taxis, H. C. Wheeler, George A. Banker, A. E. Lumsden, W. A. Rhodes, L. D. Munger, J. P. Bliss, N. H. VanSicklen, Carl Hess, George C. Smith, E. A. Nelson, C. W. Dorntge, H. B. Arnold, Zimmerman with Trainer, W. C. Sanger, J. S. Johnson, F. H. Tuttle, Wm. VanWagoner, E. C. Bald, E. L. Blauvelt, M. F. Dirnberger, Jr., H. A. Githens, F. Ed. Spooner, Paul Grosch, L. S. Meintjes, A. W. Warren, Charles Murphy, W. Class, Chas. Nelson; McDuffee and Clark on a Tandem; also Asa Windle and Dan Canary in Cabinet Heads.

CABINET PHOTOS OF SEVERAL OTHER FAST RIDERS.

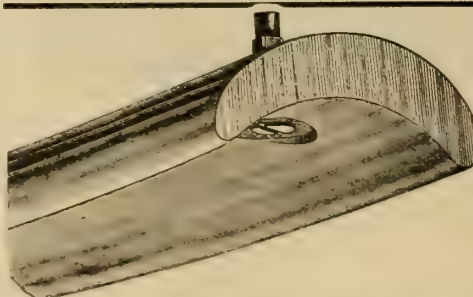
This List is increasing all the time.

We have, also, large and small Photos of English and Scotch Professionals.

Write us for prices.....

MENTION THE BEARINGS

*Geo. H. Van Norman*  
Photographer.  
Main St., SPRINGFIELD, MASS.



**DISTINCTLY  
AMERICAN.**

.. THE FEATURE FOR '94. "

## KINGSLAND WOOD RIM.

Single piece of wood with patent lap joint.  
Any shape, Crescent or Clincher.

## BICYCLE WOOD RIM CO.

SEND FOR CATALOGUE.

Mention The Bearings

KINGSLAND, N. J.



# Like Bad Money!



## Hager... Wooden Rims.

Four-ply HICKORY, put together with waterproof glue.

Will be at Stall 129, N. Y. Cycle Show.

PLACE NO ORDERS UNTIL YOU SEE OUR RIMS.

### GEO. F. LUTZ & SON,

U. S. AGENTS,

571 MAIN STREET,

BUFFALO, N. Y.

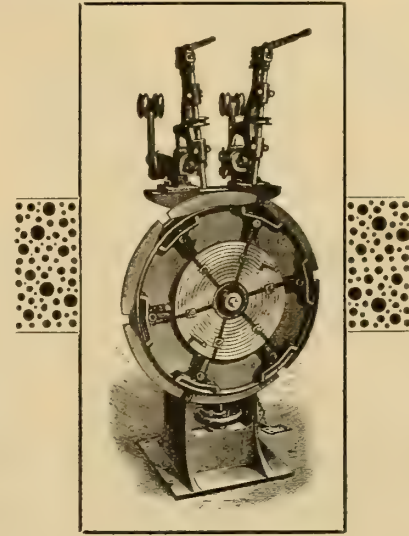
Mention The Bearings

# RUDOLPH & KRUMMEL

MACHINE WORKS,

96-100 N. Clinton St.,

CHICAGO, ILL.



MANUFACTURERS OF

Special Cycle Tools, Chain Testing and Stretching Machines, Twin Rim Drills,  
Combined Spoke Heading and Bending Machines, Cutting Presses  
and Clamping Attachment for Heading, Upsetting, Etc.

CORRESPONDENCE SOLICITED.

SPECIAL MACHINES DESIGNED AND BUILT  
MENTION THE BEARINGS.

We could not improve the quality if paid double the price. It is the best that experience can produce: The

# ARROW

This is the original Arrow, and we are ready to make '94 contracts with our old agents, and we are incidentally looking for a few new ones. Write immediately or you will get left out in the cold.

The Century Cycle Manufacturing Co.

MENTION THE BEARINGS

Indianapolis, Ind.

**We Feel** That in selecting our '94 line of Bicycles and Sundries we have omitted nothing to complete the **best** and **most attractive** line ever displayed in St. Louis.

**You Feel** That in selecting your line for '94 you must handle the best for the money. We have it.

**The Riders Feel** That they must have the best the market affords. You can supply them if you buy from us.

DISCOUNTS AND CATALOGUE FREE ON APPLICATION.

**D. SNITJER, Jobber and Retailer,**

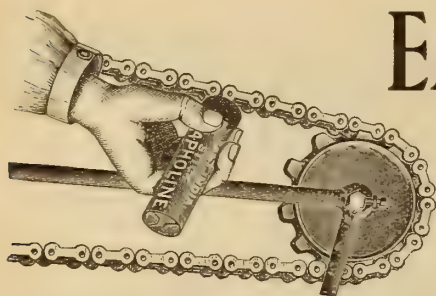
Cable address: "Snitjer."

MENTION THE BEARINGS

1118 Olive Street, St. Louis, Mo., U. S. A.



THE BEARINGS  
CYCLING AUTHORITY AMERICA



# EAST INDIA STICK GRAPHOLINE

## FOR CYCLE CHAINS.

The greatest of all lubricants for the chain. Put up in sticks and packed in handsome metal boxes. It is clean to handle, easy to apply, and prevents noise and rattle of the chain. Thousands of testimonials from riders, dealers, and racing men from all parts of the world acknowledge its superior quality. For sale by all large dealers. Sample stick by mail, 25 cents, postage prepaid. . . . .

### JOHNSON

The Record Breaker, Champion of Champions, uses no other lubricant.

A letter from the greatest cycle trainer in the world,

### TOM ECK

PRINCE WELLS, Louisville, Ky.

Dear Sir:—I allow my riders to use no other lubricant, as yours is the only lubricant fit for a chain when speed is needed. Send inclosed order to INDEPENDENCE at once and oblige.

Yours truly,

TOM ECK.

Importers and Sole United States Agents for

.....East India Stick Grapholine Co.

### PRINCE WELLS,

632 FOURTH AVENUE, LOUISVILLE, KY.

Electrotypes furnished to dealers publishing catalogues.

Mention Bearings.

MENTION  
THE  
BEARINGS.

Bicycles and Sundries,  
Tricycles and  
Velocipedes,  
Children's Carriages,  
Tennis Outfits,  
Base Ball Supplies,  
Sporting Goods,  
Guns and Ammunition,  
Toys and Novelties,  
Fine Outing Clothing,  
Repairing a Specialty.

GEO. B. COLTON.

E. P. HICKOX.

### COLTON & HICKOX,

JOBBERS OF

## VICTOR and YOST BICYCLES

326 SUMMIT STREET,

TOLEDO, OHIO.

# MASON & MASON,

599 WEST MADISON STREET, CHICAGO.

AGENTS FOR

COLUMBIA.

THISTLE.

STEARNS.

TRADE IN YOUR OLD WHEEL FOR ONE OF THEM.

Wheels converted, re-enameled, and re-nickelled at prices that will astonish you. Do you want WOODEN RIMS put on? Great bargains in Second-hand Wheels. Send for Second-hand List and Catalogues.

# New Howes ♦ New Howes

See our New Designs and Novelties at Madison Square Garden Cycle Show before ordering your mount for 1894.

Agents Wanted where the Company is not Already Represented.

Agent:

AMOS SHIRLEY, 978 Eighth Avenue,  
NEW YORK.

American Representative:

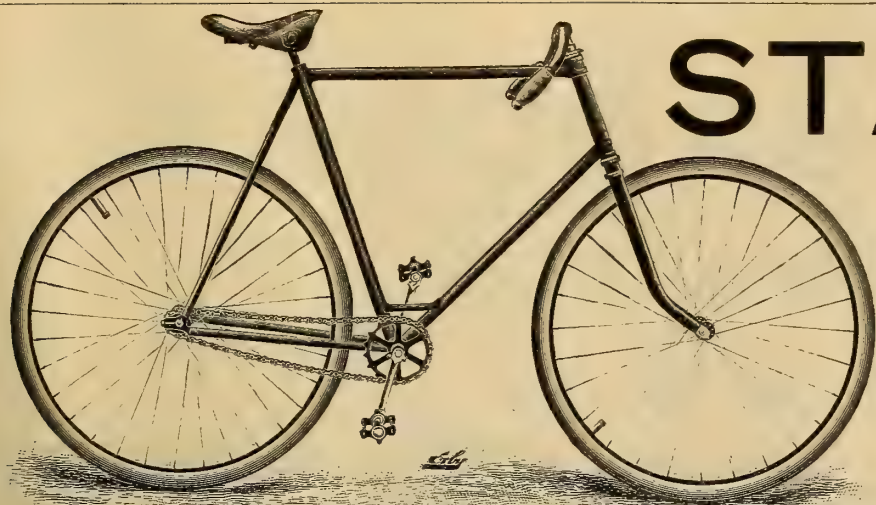
HENRY H. THOMSON, Address pro tem, 978 8th Ave.,  
NEW YORK.

MENTION THE BEARINGS



**THE BEARINGS**  
Cycling Authority  
AMERICA

# STALWART



"Racing Model," 20 lbs.

Not a featherweight but a reliable wheel, absolutely rigid. Built for **SPEED** and **STRENGTH**.

**Fast Men Make Fast Riders.**

We will occupy Space No. 26 at the National Cycle Show, Madison Square Garden, with a complete line of our wheels, and will be pleased to meet the trade.

**CAPITOL MFG. CO.,** 125 Rees Street, Chicago, Ill.

MENTION THE BEARINGS

# NICKEL PLATING

LACQUERS,

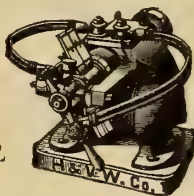
CYANIDE POTASH,

NICKEL SALTS.

ESTAB. 1824.

**THE HANSON & VAN WINKLE CO.**

OFFICE  
NEWARK,  
NEW YORK.



AND WORKS  
N.J., U.S.A.

CHICAGO.

TRIPOLI,

ROUGE,

BUFFS, & C.

# OUTFITS



## What is **HYGRADE**?

TRADE  
MARK

It is symbolic of the highest grade of athletic hosiery and sweaters ever put upon the market. Hundreds of testimonials from the best riders in the country certify to the fact.

**OUR STOCKINGS** are different from any other make, being entirely original in style and perfect fitting.

**OUR NEW SWEATER** is also entirely different from the ordinary goods, the collar being constructed with our patent neck, which prevents its stretching or sagging, and causes it to fit snugly around the neck.

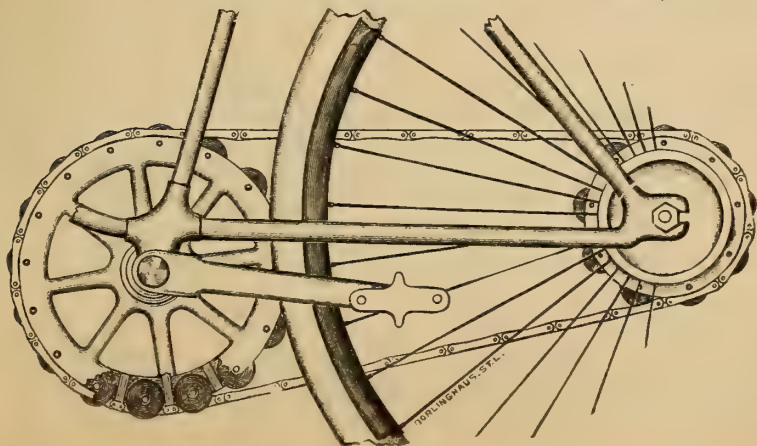
Try these goods and be **AWFULLY TICKLED**. Send for Circular. For sale by the manufacturer,

**S. P. CURTIS, 671 Washington Street, Boston, Mass.**

MENTION THE BEARINGS

In Buying a Cycle, see that you get one with the

## BROWN SPROCKET WHEEL.



With it you can make better time; requires less power and lasts three times longer than any other device. You can feel no motion from the chain, requires no oiling, and the chain does not ride up on the points and break. It improves a wheel so much that it is perceptible to any rider. They can be furnished to fit any of the leading cycles. Correspondence solicited with dealers and manufacturers.

**The Brown Sprocket Wheel Co.**

RIALTO BUILDING, ST. LOUIS, MO.

MENTION THE BEARINGS



**DEAL BEARINGS**  
CYCLING AUTHORITY AMERICA

THE SADDLE TOPS ON

# HUNT SADDLES

Possess exclusive features which make these saddles

## UNSURPASSED.

No other saddle makers have given so much attention to perfecting saddle leathers as the

### HUNT MFG. CO.

R. B. McMullen & Co., U.S. Sales Agents,  
Chicago, Ill., and Springfield, Mass.

John S. Leng's Son & Co.,  
New York Depot.

MENTION THE BEARINGS.

## IT COSTS NOTHING TO "WINTER" A BICYCLE.

Autumn and early winter are the most enjoyable riding seasons.



## THE : PHANTOM

(NONE BETTER)

Is always in season. Money in your pockets if  
you buy now.

WRITE AT ONCE FOR SPECIAL PRICES.



## THE HENRY SEARS CO., 110-112 Wabash Ave., Chicago.

MENTION THE BEARINGS



We wish to say to the manufacturers that  
**WE MAKE THE BEST RIMS THAT ARE MADE**

in this country, and if there is to be inaugurated a move of cut  
prices, we want it distinctly understood that we are in it.

WRITE US FOR PRICES.  
Mention The Bearings.

R. H. FRANKLIN & CO., Rim Makers, 79 & 81 Washington St., BROOKLYN, N. Y.

## \$2 Grip! Grip! Grip! Grip! \$2 Grip, Ti-gar!

...FOR TOURING USE ONLY...

## THE BOSTON GRIP

The only grip that can be packed to advantage. You  
can lock and unlock it while machine is in motion.  
Spring buckle attachment, black enamel finish, water  
and dust proof. Its weight is 24 ounces (or 1½ pounds.)  
We will send you this grip C. O. D., express paid, for  
\$2.00, or on receipt of postal note.

**SPECIAL NOTICE.**—In ordering, send the following  
three dimensions in inches: Length of head, length of top  
frame, length of middle brace. Every grip is made to  
order and will be sent to you twenty-four hours after  
receipt of order, all strapped ready to attach to machine.  
Please mention this paper.

## BOSTON GRIP COMPANY, 109 Kingston Street, BOSTON, MASS.



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

# We are Western Agents for Eagles!

## SOLE AGENTS FOR PULLMANS!

And handle a complete line of cheap and medium grade bicycles.

WRITE US FOR PRICES BEFORE YOU BUY FOR NEXT SEASON.

We can give you a complete line—all grades, and at the right prices.

## WOODROUGH & HANCHETT CO.,

38 and 40 Lake Street, CHICAGO.

MENTION THE BEARINGS

As they appear  
---on machines---  
Absolutely faultless lines,  
---finish, and material---

...Science and

TOURIST.

Art Combined....

THE PERMUL.



Weight 21 oz.

### P. & M.

### PREDOMINATE.

Weight 18 oz.

LADIES' LIGHT ROADSTER.



Weight 25 oz.

WE stand our  
share of the drop  
in prices and quote very  
low prices for '94.

THE IMPROVED CENTURY.



Swept the field in 1893.

LIGHT ROADSTER.



Weight 27 oz.

Persons & Muller Mfg. Co. New York.

MENTION THE BEARINGS

# NICKEL



SEND FOR CATALOGUE OF  
NICKEL & ELECTRO-PLATING  
SUPPLIES & POLISHING MATERIALS

## ZUCKER & LEVETT CHEMICAL CO.

OFFICES, 10, 12, 14 GRAND ST.  
NEW YORK, U.S.A.

WORKS,  
FLUSHING, N.Y.

# OUTFITS.

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain Spanish, Felt wheels, or in Sheets, Muslin Puffs, Walrus, Leather wheels or hides, Oak-tanned Leather covered wheels, C. P. Cyanide of Potassium, Fused Cyanide of Potassium, Roughes Compositions, Buffing Lathes.

## THE CRAWFORD MFG. CO.

HAGERSTOWN, MD.

MAKERS OF

# High Grade and Juvenile Safeties.

JULIUS ANDRAE, 225 W. Water Street, Milwaukee, Wis.

MENTION THE BEARINGS

Sole Agent for Wisconsin, Minnesota and Iowa.



**THE BEARINGS**  
Cycling Authority - America

*Puritan* for '94,

IMPROVED AND THOROUGHLY UP TO DATE. WE HAVE FIVE MODELS, WITH WOOD RIMS OR WITH STEEL. WEIGHTS, 26, 28, AND 30 LBS.

*Puritan*

To meet the popular demand, we shall make our List Price \$100. Highest Grade. Best Material.

*Puritan*

If you want Territory, write NOW to

O. J. FAXON & COMPANY, Manufacturers, 3, 5, and 7 Appleton Street, Boston, Mass.  
MENTION THE BEARINGS

# The Southern No. 5, \$125

It's a "Dandy." Write us before placing your '94 orders. We will make prices right. We will make terms right. You can make more money handling our wheel than any other on the market. Our catalogue will be ready about January 1st. Write us for one.

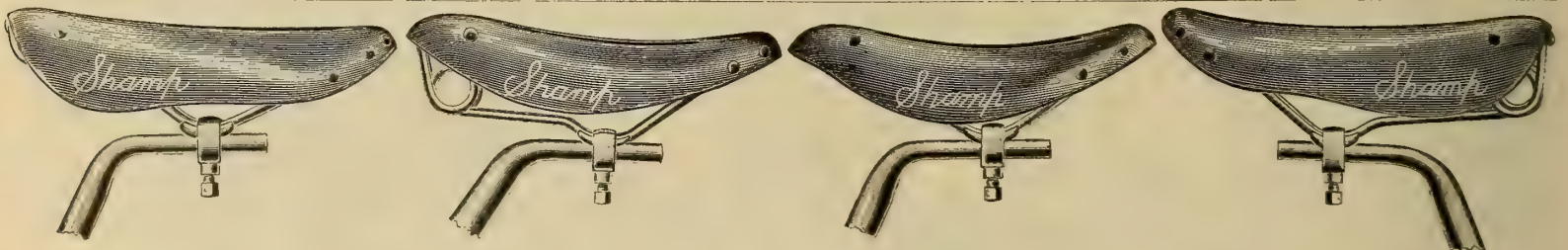
R. C. WHAYNE,

MENTION THE BEARINGS

Louisville, Ky.

# SHAMP'S 1894 SADDLES

Weights,  
16 oz. to 20 oz.



NO, THEY ARE NOT TOO LIGHT!

THEY ARE ALL RIGHT!

SEND FOR CATALOG AND  
PRICES TO —

G. W. SHAMP, 78 Washington St., Buffalo, N. Y.

ALSO MANUFACTURERS OF HANDLE-BAR FORMERS, SPOKE HEADERS and BENDERS, etc.

MENTION THE BEARINGS.

# The Knight Scorchers.

PERFECT lines, remarkably easy running. One of those mounts that seem to just fit the rider, and on which you feel that you can make the effort of your life if racing.

Cheaper Grades, that for Quality and Price will match anything we shall see in 1894.

OUR CATALOGUE WILL INTEREST YOU.

**KNIGHT CYCLE CO.,**

311 N. 14th St., St. Louis, Mo.

MENTION THE BEARINGS

**V. DUGMORE & Co.**

MANUFACTURERS OF

# Perfecto Safeties

25-POUND ROAD WHEEL "GUARANTEED."

194 and 196 Columbus Avenue, Boston, Mass.

Machines of any weight or dimensions to order.

We carry a stock of tubing, and sets of lugs, hangers, heads, forks, etc., for repairers or makers.

OUR CATALOGUE OF '94 MODEL READY JAN. 1, 1894.

Mention The Bearings



**THE BEARINGS**  
Cycling Authority

EDWIN OLIVER, GEN'L. EASTERN AGENT.

## Roger B. McMullen & Co.

Main Office, 64 to 70 Ohio St., CHICAGO, ILL.

Eastern Office, EVANS HOUSE, SPRINGFIELD, MASS.

General U. S. Sale Agents for the

|                                   |                                                         |                                           |
|-----------------------------------|---------------------------------------------------------|-------------------------------------------|
| Union Drop Forge Co.<br>Chicago.  | Indianapolis Chain & Stamping Co.<br>Indianapolis, Ind. | Hunt Mfg Co.<br>Westboro, Mass.           |
| Garford Mfg. Co.<br>Elyria, Ohio. | C. J. Smith & Sons Co.<br>Milwaukee, Wis.               | Snell Cycle Fittings Co.<br>Toledo, Ohio. |

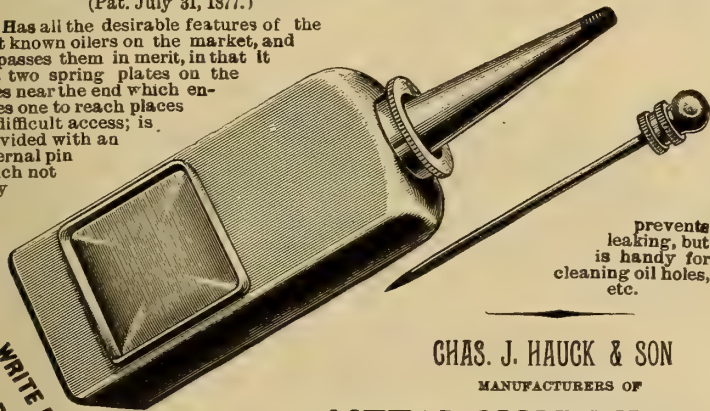
Seamless Steel Tubing, Cold Rolled Steel and Cycle Manufacturers' Supplies.

MENTION THE BEARINGS

### THE PNEUMATIC PATENT OIL CAN.

(Pat. July 31, 1877.)

Has all the desirable features of the best known oilers on the market, and surpasses them in merit, in that it has two spring plates on the sides near the end which enables one to reach places of difficult access; is provided with an internal pin which not only



prevents leaking, but is handy for cleaning oil holes, etc.

CHAS. J. HAUCK & SON

MANUFACTURERS OF

METAL NOVELTIES

MENTION THE BEARINGS.

BROOKLYN, N. Y.

WRITE FOR PRICES.



HAVE YOU EVER HEARD OF THE

## Chautauqua

If you haven't, and want to know all about a GOOD wheel, drop us a card. If you are an agent, or want to be, say so and we will quote prices.

## CHAUTAUQUA CYCLE CO.,

JAMESTOWN, N. Y.

MENTION THE BEARINGS

## The East Side Cycle Co.

MANUFACTURERS OF

## THE BANNER

SPECIAL WHEELS BUILT TO ORDER.  
ALL WORK GUARANTEED.

417 MADISON ST., BUFFALO, N. Y.

Mention The Bearings

Manufacturers of Cold-drawn Seamless Steel Tubing.



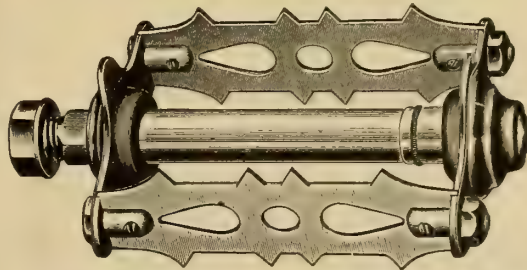
The First in America and the Best in the World.

SHELBY, O.

MENTION THE BEARINGS

**CURTIS PEDAL** Set of Four Plates and Screws **\$2.00 POST PAID**

AN ABSOLUTELY DUST PROOF BALL PEDAL.



**\$7.00**

The ends are cold pressed from the Best Steel, hardened and ground.

A liberal discount to the trade.

3 5-8 INCHES LONG.

PATENTS PENDING

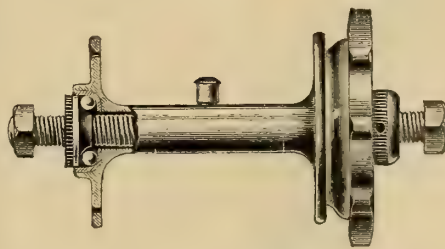
THE REED & CURTIS MACHINE SCREW CO.

WORCESTER, MASS.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that they can put into the same pedals as the rubbers are used in.

## BEST BALL-BEARING HUBS.

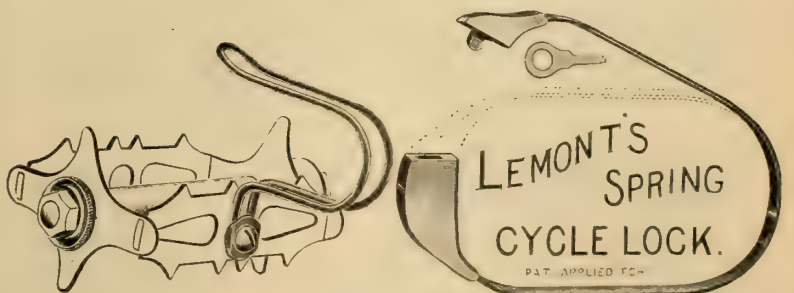
Best Medium-Priced Hubs on the Market.



Write for our Prices to manufacturers and repairers.

I. A. WESTON & CO. Jamesville, N. Y.

MENTION THE BEARINGS.



DEALERS.....

We would be pleased to have you CATALOGUE OUR SPECIALTIES for '94. There is a demand for them. You will find them good sellers. Prices are right. Write for prices and electros.

LEMONT & WHITTEMORE CYCLE CO.

Mention The Bearings

638 Main St., WORCESTER, MA



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA

# STANDARD CAP CO.,

156 GREENE ST., NEW YORK.



ORIGINATORS OF THE LONG-VISOR ETON CAP.

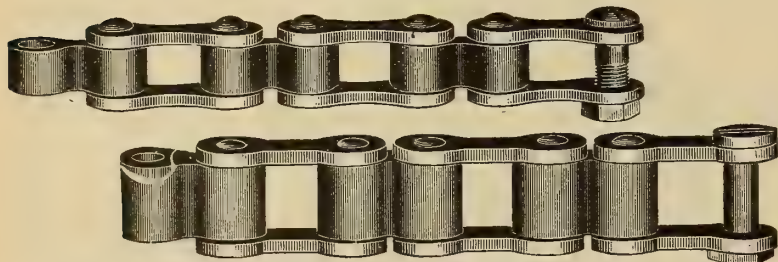
Wheelmen's Caps of every description.

Trade only supplied.

MENTION THE BEARINGS

## ...CYCLE CHAINS...

HIGHEST GRADE.



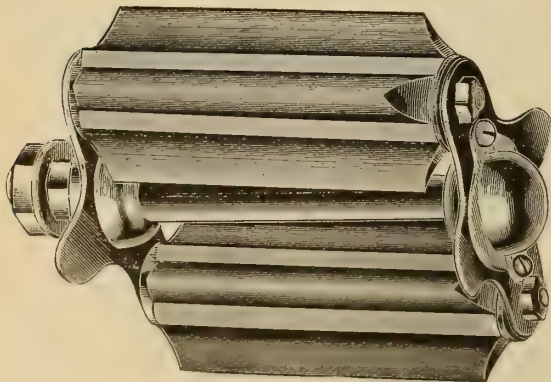
INDIANAPOLIS CHAIN & STAMPING CO.

Largest Factory in the World.  
Mention the Bearings.

126-128-130 W. Maryland St., Indianapolis, Ind.

## THE NIAGARA PEDAL

IS NOW MANUFACTURED ONLY BY THE



NIAGARA CYCLE  
FITTINGS CO.,

Successors to

Niagara Machine Co.,  
Buffalo, N. Y.

41,000 Pairs sold in  
1893, and not a pair  
returned.

Capacity for 1894—  
500 Pairs per day.

Fight shy of imitations and so-called improvements and get the original.

MENTION THE BEARINGS

BICYCLE CLUBS desiring a decided novelty for their minstrel shows and entertainments, send for an illustrative description of my sensational ride, closing with the strongest trick-riding act before the public. Fine lithograph.



FOR TERMS, ADDRESS "BEARINGS."

## WE HAVE PURCHASED

The Entire Equipment of the

NIAGARA MACHINE CO.

And this Pedal, greatly improved, will be known hereafter as

The Spaulding

We make

STEEL BALLS, BEARING  
CASES, COASTERS,  
LAMP BRACKETS,

LUGS, TEES, AND OTHER CYCLE FITTINGS.

SPAULDING MACHINE SCREW CO. Buffalo, N. Y.

MENTION THE BEARINGS

## Special Notice to Dealers.



FIG. 1.—CYCLONE PUMP.



FIG. 2.



FIG. 3.

Do you want the SIMPLEST and BEST PUMP? A pump that will create a pressure of 150 lbs. and NOT LEAK at the VALVE.

UNIVERSAL CLAMP, See Fig. 2.  
SPECIAL NIPPLES, See Fig. 3.

PRICE - - \$2.00

Free Electrotype to Catalogue Publishers. Write us for SPECIAL PRICES TO DEALERS.

HAY & WILLITS,

INDIANAPOLIS, IND.

MENTION THE BEARINGS.

JOHN HARRIOTT  
MAKER OF

PRIZE  
MEDALS

CLUB PINS  
DESIGNS ON APPLICATION  
3 WINTER ST.

BOSTON MASS.

Mention The Bearings

...THE...  
Ed's Toe Clip.

Simple, Adjustable, Strong.

No Cleats or  
Rubbers Needed.

To try is to ADOPT. The FINEST CLIP made for racers and road riders. By mail (nickel), \$1.00. Liberal discounts to the trade.

ED. E. & ED. D. CLAPP, Makers,  
812 9TH STREET, N. W., WASHINGTON, D. C.

MENTION THE BEARINGS.

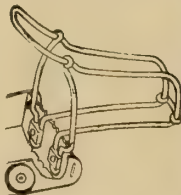
.....1894 BICYCLES

To be up to date should be fitted with Woodbury's Automatic Dry Chain Lubricator and Duster.

Manufacturers and agents look to your interests. List them. Fit them. It's a great selling point. Valuable to riders, and right in line for weight, which is 1/2 oz.

M. A. WOODBURY - BRADFORD, PA.  
Patents applied for

MENTION THE BEARINGS



DEALERS SAY  
SCORCHER SHOES,  
DETACHABLE CLEATS,  
RACER SHOES,  
& SCORCHER GRIP ON  
TOURIST BAG,  
"THEY'RE GREAT SELLERS"  
DETACHABLE CLEAT CO.,  
BOSTON - MASS.

THE '94 PATTERN  
OF THE

WESTON FORK CYCLOMETER

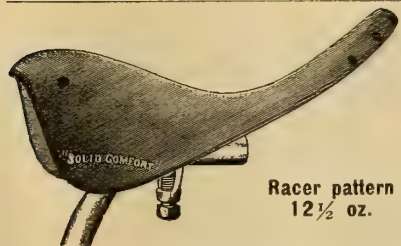
Will be out early in the season, and will embrace many radical and important improvements. Send for full descriptive circulars and terms to agents.

FRANK C. WESTON, BANGOR, ME.

MENTION THE BEARINGS



**THE BEARINGS**  
CYCLING AUTHORITY AMERICA



Racer pattern  
12 1/2 oz.

# "SOLID COMFORT" SADDLES

FOR 1894.

EIGHT DISTINCT STYLES.  
Finished in Dark or Light Leather.

SOLE MAKERS:

CURTIS-CHILD MFG. CO., Philadelphia, Pa.  
BRETZ & CURTIS MFG. CO.

## FOR SALE, WANTED AND TO EXCHANGE.

Advertisements under this head 3 cents per word. Checks, M. O., P.O.O., or 1 and 2 cent stamps received. Cash with order.

**WANTED**—Silent or active partner in established cycle business in southern town of sixty thousand. \$2,000 cash required. Southern, care "Bearings." 29

**WANTED**—Partner in well established cycle house, understands cycle building and nickeling; no competition. Address "Bicycle," 110 Mabry St., Knoxville, Tenn. 12-22

**WANTED**—Situation at the California Midwinter Fair, for bicycle or tire firms, by a man who knows his line. Address S. J. C., Bearings office. 12-22

**FOR SALE**—Bicycle and electrical business doing a good trade in a live town; fine roads; stock, wheels, fixtures, tools and goodwill, \$600; will teach purchaser the electric work thoroughly; this is the best bargain ever offered. C. J. Schoening, Oak Park, Ill. 12-22

**NEED THE CASH**—Will therefore sell a '93 Victor D pneumatic to the best offer over \$110.00. Is in **SPLENDID** condition. Sent C. O. D. for \$5.00. W. H. BANES, Villisca, Iowa.

## FOR SALE.

Smalley Light Roadster, made by Marble Cycle Co. Will sell for \$75.00 cash. Brand new. Never been ridden. Will ship C. O. D. Address—A, care of THE BEARINGS.

.....The **Buffalo Bicycle Stands**

PRICE, \$1

Are made in Three Styles to suit different purposes.....

Write for Circulars and Prices to

**E. N. BOWEN,**

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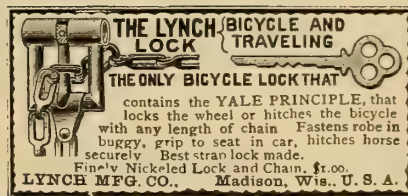
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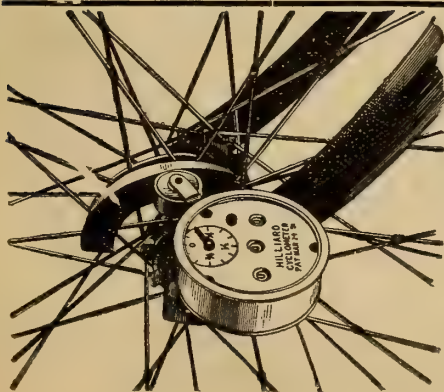
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 "The trick of singularity."  
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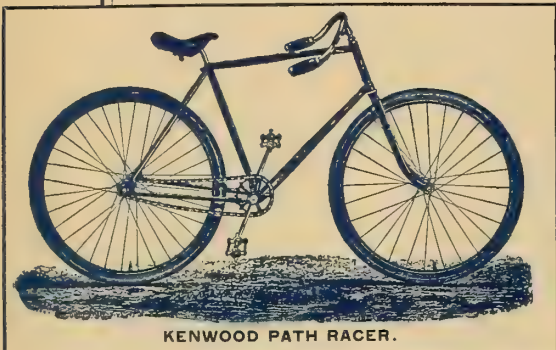
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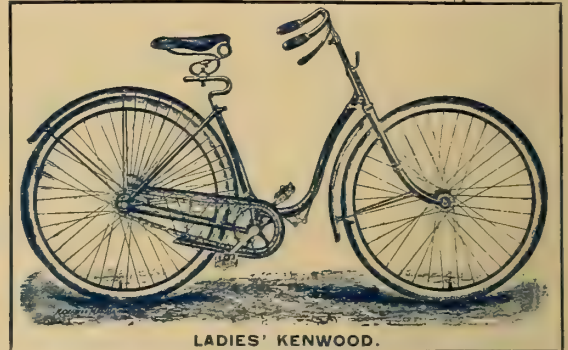
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# THE BEARINGS

Vol VIII  
No 22

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, DEC. 29, 1893.

## PRICES FOR 1894 SETTLED.

The long expected announcement of the prices on 1894 Columbias has been made and will be found in detail in the trade department of this number. In addition to this the Western Wheel Works have announced their 1894 prices. Every reader will be interested in these matters and we recommend to all the careful reading of every word on the subject. Besides the detailed announcements the matter is treated editorially in the trade department.

## THE SIX-DAY RACE.

**Exciting Struggle Going on at Madison Square Garden—Waller, Schock, or Martin Likely to Win.**

NEW YORK, Dec. 25.—Madison Square Garden was packed tonight by the members of the various cycling clubs of New York and Brooklyn who had come to see the start of the six-day race, in which were entered most of the noted professionals of the day. Most of the club boys had picked their favorites, and the old building was made to resound with club yells until the rafters rang. Promptly at midnight the following men, all mounted on safeties, lined up for the struggle: Waller, Schock, Martin, Albert, Ashinger, Golden, Fornwalt, Reading, Meixell, Barton, Forster, Hosmer, Bartholomew, Berlo, Starbuck, Van Emberg, and Greer. When Referee Prial gave the word, Berlo shot out at a fast clip, with the intention of breaking the twenty-four-hour indoor record. Starbuck started in pursuit, but the Boston boy held his lead, and completed the first mile in 2:41. Five miles were done in fourteen minutes, and still Berlo kept up his record-breaking clip. At thirty miles he claimed that a correct score was not being kept, and retired in disgust. In the meantime Ashinger had been steadily pacing the others, and the miles were reeled off so fast that it made a man's head swim to watch the riders whirl around the ten-lap track.

Bartholomew and Greer withdrew because of disability, while young Van Emberg surprised the talent by taking the lead and warming the pace so that the 100-mile record fell to him to the tune of 5:30:00. Hosmer broke Prince's twelve-hour record, riding 206 miles 4 laps. Waller broke the twenty-one hour record made by Ashinger, riding 333 miles 3 laps. Waller also broke the twenty-four-hour indoor record, riding 401 miles in that time. This also beats the American record made on a four-lap track. Waller's ride, it must be remembered, was on a ten-lap, and this makes it more remarkable.

A number of short-distance races were run this evening, Berlo and Charley Price winning most of them.

### Schock Causes a Sensation.

NEW YORK, Dec. 26.—The greatest surprise in the big race is the riding of Schock, one of the oldest professionals in the business. He took the lead right after Waller broke the twenty-four-hour record and has held it ever since. His geared ordinary seems to have put new life into him and the way he slides around the corners is a caution. The German succeeded in annexing the twenty-nine-hour record by 101 miles 7 laps. Keeping up his pace he broke all records up to forty hours by from 100 to 120 miles. The pace is tremendous, Waller often sprinting, while Schock keeps up his steady grind, always managing to hold on to the pacemaker. The finish now promises to be close and exciting and many think that only Waller and Schock will fight for first money. Martin is the nearest to them, being twenty-five miles behind Waller.

### Martin in the Lead.

NEW YORK, Dec. 27.—The magnificent display of speed, pluck, and endurance continues to fill the Garden every night. This is the best long-distance race ever run, and if the record of 1,466 miles—made by Martin in 1891—doesn't go, it will not be the fault of the men who are grinding wearily around the small track. Martin furnished the surprise of the day by gaining a big lead on Waller and Schock and keeping it. This afternoon, just fifty-eight hours after the start, Schock and Waller stopped for a rub down, and while they were off the track Martin started to sprint and regained his lost lead, and rolled up a comfortable lead that his two rivals will find hard to overcome.

Three accidents occurred today that spoiled one man's chances and were

nearly fatal to two more. Schock, who has astonished the natives by his endurance, was plodding along with eyes nearly closed, and when he came to the turn at the Fourth avenue entrance he rode up the bank and over the edge, falling five feet to the floor. He was unconscious when picked up, and it required vigorous treatment from the hands of his trainers to again get him in shape to ride. The crowd cheered lustily when the Chicagoan again appeared on the track. Soon after this Waller, who was trailing Ashinger, touched the rear wheel of the Oklahoma boomer, and took a terrible fall. Ash's left knee was badly bruised, and he is now out of the contest. The effects of the long ride are beginning to show on Waller. The Dutchman is very weary, and wobbles considerably. This morning Martin, Waller, and Schock were sprinting when Frank fell and was knocked unconscious. It took a physician a long time to bring him around. Martin is complaining of swollen feet, which pain him so that he can not ride in his usual form. At 12 o'clock the score was:

|         | Miles. | Laps. |            | Miles. | Laps. |
|---------|--------|-------|------------|--------|-------|
| Martin  | 983    | 4     | Van Emberg | 775    | 0     |
| Schock  | 942    | 7     | Golden     | 759    | 0     |
| Waller  | 935    | 7     | Forster    | 694    | 7     |
| Albert  | 865    | 3     | Barton     | 665    | 7     |
| Hosmer  | 838    | 2     | Ashinger   | 639    | 6     |
| Meixell | 817    | 7     |            |        |       |

### Schock is in The Lead.

NEW YORK, Dec. 29—At 1 o'clock this morning the score stood: Schock, 1,239; Waller, 1,216; Martin, 1,193; Albert, 1,127; Hosmer, 1,040; Meixell, 1,029; Van Emberg, 1,025; Golden, 948; Forster, 907; Ashinger, 812; Barton, 763.

## RACING NOTES FROM FRANCE.

PARIS, Dec. 8.—It would seem from the latest news that we are going to have a lively winter season from a racing standpoint, thanks to the foreign champions who are now on their way to this city to scoop in all they can at the Liberal Arts indoor track. H. C. Wheeler is due here in a very few days, coming from London under the guidance of Charles Bruce, the Raleigh representative for France. Wheeler expresses his desire to meet our best men as soon as he is fit, and will train next week with a view to entering the races at the indoor track December 17. C. F. Barden, who left a fine record last season as an amateur in England, has since professionalized himself, and is coming from Italy,—where he carried all before him,—to race here this winter. His father, who was formerly a noted trainer in London, accompanies him. E. Oxborrow and A. V. Linton are also on their way to Paris, the former having been a professional for a long time, while Linton just jumped his amateur license, and will soon be a full fledged "pro." Oxborrow is said to be a splendid rider, his twenty-five miles on the road in 1:04:00 being proof of this; while Linton's performances as a 100-mile man are too recent for him to need any further introduction. Our riders are, of course, doing the best they can to get in form to meet these dangerous competitors, but Medinger, Dubois, Kuhling, and Fossier are the only ones who have any of their speed left.

Another interesting event, pending the N. C. U.'s decision about the Shorland-Leena-Stephane proposed match, will be another 1,000-kilometer match between Corre and Stephane. It will be remembered that Corre was Terront's opponent in a similar match last February, and that he was beaten. Corre wanted to race Terront again on the same distance this winter, but the champion declined, having decided to retire from the track for good. Corre then issued a collective challenge to several long-distance men, which was taken up by Stephane. It is expected that the match will be run off in January at the indoor track, but nothing definite has been decided.

ALBERT ROUX.

### An Inventor's Section.

The Philadelphia show committee is making a special effort to have a complete section for the exhibition of specialties, inventions, and sundries. Four full spaces have been reserved for this section, and every assurance is made that it will be fully occupied. Such a department will be a most interesting feature of the cycle show. Many inventors and makers have already applied for space and it is an assured fact that the Philadelphia show will be much more interesting in these points than any other ever held.



## COLONEL POPE'S PETITION.

Senator Hoar Presents the Petition to the Senate—Some of the Senators' Remarks on the Subject.

WASHINGTON, D. C., Dec. 24.—Senator Hoar, of Massachusetts, with the assistance of several employes of the Senate, presented in that body last Wednesday a petition unique in form and mammoth in proportion. The petition was wound around the wheels of a bicycle made of oak, the whole weighing 600 pounds and standing seven feet in height. It contained the names of 150,000 signers, from all over the United States, praying that there shall be founded in Washington a road department similar to the Agricultural Department, for the purpose of promoting knowledge in the art of constructing and maintaining roads. The petition originated with Col. Albert A. Pope, of Boston. It is 1,400 yards long, is signed by the governors of seventeen states, by the Massachusetts Legislature, and by several banks and chambers of commerce.

Immediately after the reading of the minutes on Wednesday in the House of Representatives, Mr. Hoar presented his monster petition, and after some remarks, suggested that it be referred to the Committee on Interstate Commerce. Mr. Gollinger of New Hampshire, made a remark to the effect that the promoters of the petition were prominent bicycle dealers. They had spent a great deal of money in the matter, and he suggested to them the propriety of a reduction in their exorbitant prices for bicycles. Mr. Cockrell thought the suggestion of Mr. Gollinger exceedingly pertinent.

Mr. Hoar then struck the keynote of the discussion. He said he did not know who had promoted the petition; but if the manufacturers of bicycles had done so, there was nothing in that fact for taunt, or condemnation, or sneers. The bicycle was the poor man's chariot, and it came with ill grace from senators who peeped out of the windows of their luxurious carriages, drawn by elegant spans of horses, to sneer at the men who found recreation in bicycles. The petition was referred to the committee above mentioned, as was a bill introduced by Mr. Cockrell, of Missouri, to secure aerial navigation.

"If that can be done," said he to THE BEARINGS' Washington correspondent, "it will dispense with the necessity of so many good roads."

The *Evening News*, in speaking on this subject editorially, says: "Much time, money, and energy are annually wasted by rural communities in fruitless, ill-directed efforts to keep the roads in order. If there were a bureau to gather practical information and impart it to county supervisors, or better yet, to endeavor to have it assimilated and acted upon by some central state authority, it would not be many years before the beneficial results of such labors would become apparent. The expense of such a bureau would not be very great. At any rate, the suggestion is deserving of fair consideration."

## MILWAUKEANS STILL WARRING.

MILWAUKEE, WIS., Dec. 27.—The situation in the proposed formation of an Association of Cycling Clubs is still unchanged. The Milwaukee Wheelmen are still holding back and refuse to consent to the proposition that all race meets and road races be held under the auspices of the association. Unless the Wheelmen come off their high horse soon, the other clubs are likely to make it interesting for them next season.

The Milwaukee Wheelmen held open house on Christmas. Refreshments were served and a general good time spent. On New Year the club will repeat the event.

The annual meeting of the Mercury Club will be held this evening. The fight for president will be a lively one. Edward Meisenheimer was one of the candidates for the place but it was learned that he was also a member of the Milwaukee Wheelmen, who are opposing the association scheme, and the members of the club protested that he should not be a candidate. Rather than cause discord in the club, Mr. Meisenheimer decided to withdraw.

The Mercury Club is charitably inclined. Last week the members talked over the situation of the poor. A collection of old clothing was taken up and sent to the Associated Charities.

Walter C. Sanger has returned home from Waukesha and is spending much of his time skating. He has almost entirely recovered from the injuries received at Waukesha.

Charles K. Harris, who has made so many people miserable with his catchy song, "After the Ball," is up to more mischief. He has written another song, "Since Katie Rides a Wheel," and already wagers are being made that the insane asylums will soon be overcrowded. Charley was married only recently, but that doesn't seem to keep him from scheming how to make people miserable.

## Edwards Duplicates His Performance.

SAN FRANCISCO, CAL., Dec. 22.—Last Tuesday afternoon Wilbur J. Edwards repeated his performance of Sunday by riding one-eighth of a mile in :16 3-5. The event took place on the Alameda quarter-mile track, in the presence of the required number of officials to make the record stand with the L. A. W. Edwards was paced by Walter Foster.

Loste, a French cyclist, has made a match with Cody for 2,500 francs. The horseman will be allowed ten mustangs. The race will take place at Bordeaux, and will be four hours a day for three days.

## MASSACHUSETTS DIVISION APPOINTMENTS.

BOSTON, MASS., Dec. 23.—This has been another dull week in cycle circles. They seem to be alternate now with the newsy weeks. Is this a subtle indication of what the coming season is going to bring us, or is it merely the natural result of the show? Guess there is nothing portentous in the signs for the coming season.

The appointment of the division committees by Chief Consul Perkins is absolutely the only piece of large news that is going. The appointment will surprise some people and chagrin some, too. There are several changes in the list that are more astonishing than they are pleasing to many people. J. S. Dean has been for some years chairman of the rights and privileges committee. This year he is dropped to second place on it, and Chief Consul Perkins has taken that place for himself. There are two ways to interpret this. One is that Mr. Dean is thus deprived of the chairmanship as a sort of rebuke for running against the chief consul. Another is that a movement is on foot to have the chairmanship of this committee a salaried position, and as Mr. Perkins did not care to have it so, on reasons and grounds of the best policy for the division, he took it himself and will refuse any salary that may be voted to the position. All through the committees there are members of the board who fought the re-election of Mr. Perkins vigorously and with tooth and nail. From the improvement of the highways committee Arthur Robinson has been dropped and now presides over the destinies and deliberations of the touring committee. Jack Seward will look after Massachusetts' good roads this term. A. D. Peck, who has been for some time chairman of the touring committee, now becomes chairman of the road-book committee and the racing board is increased from three to five members. Henry W. Robinson again gets his place as its chairman. The position of transportation committee chairman is a thankless job, as the railroads here are all hogs and will make absolutely no concession to wheelmen. Chief Consul Perkins has this job. Vice Consul Miller gets no chairmanship and only a place on one committee—the transportation.

"Senator" Morgan was in town this week with his usual batch of interesting stories and chaff to retail.

Several of the local clubs will ride the old year out and the new year in next week.

## Bliss Will Race Next Year.

Mr. George Bliss, father of the little record breaker, was in Birmingham when the Rambler team disbanded and was one of the most enthusiastic of the admirers of the boys' riding abilities. This is different from the attitude of Mr. Bliss when the trip was planned. In his own words, he thought it a "most audacious undertaking." Mr. Bliss was, previous to this record breaking, opposed to his son's riding but was completely won over by the success in this instance. He will not oppose the racing next season. When the party separated Mrs. Bliss thanked the trainers and the manager for their work in her son's behalf and said that when the subject of a college education was broached to Julian that youngster said that if he went to college he should go in for athletics almost entirely. They then thought the lad might as well be at home and indulge his liking for sport as to be away all the time.

## Dirnberger Coming to Chicago.

A letter received from Mike Dirnberger the past week informs a member of the Rambler team that the Buffalo boy is far from happy since leaving the team at Birmingham, and that a very few days will see him in this city to stay until it is time to train again. Mike is doing gymnasium work, and will follow this up to keep in some kind of shape for the new year.

Dirnberger's coming out was no surprise party to that veteran trainer Tom Eck, who, when it was announced last spring that Johnnie had been fired from the League, said at once, when asked what he would do, "Why, send for Dirnberger, of Buffalo, of course." At that time the Buffalo boy had administered several drubbings to Eck's boy, and he had in consequence the greatest respect for the lad.

Said the *Age Herald*, of Birmingham, after Dirnberger's wonderful mile ride, "When Johnson heard of the Buffalo boy's mile in 1:51, he said 'Dirnberger.'"

## Erwin Introduced the Resolution.

According to Chairman Raymond, the man to introduce the resolution to bar horse-paced records, at the last meeting of the Racing Board, was the Chicago member, J. M. Erwin. Mr. Raymond scouts the idea that the eastern riders are jealous of the records made by the westerners.

## Taylor Weighs Nearly Two Hundred.

George Taylor is gaining flesh at an alarming rate at the dental school in Philadelphia, and is worrying about next year. He now weighs in the neighborhood of 200 pounds, and is gaining flesh so rapidly that he is about to enter a gymnasium to reduce his avoirdupois.

## Another Bell and Lamp Ordinance Passed.

SACRAMENTO, CAL., Dec. 19.—The board of city trustees has passed an ordinance requiring cyclists to use alarm bells and lanterns. The ordinance also prohibits cyclists from riding on the sidewalks in the business section.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.



## LATE ENGLISH NEWS.

LONDON, Dec. 16.—The Bohemian concert given by the Stanley Club last Saturday, in the galleries of the British Artists, proved not only a great success, but was the means of bringing together an assembly of people interested in cycling, such as has never before been attempted. Besides club men and their lady friends, the Fellows of the Society of Cyclists were well represented, and the Lady Cyclists' Association sent nearly fifty fair members. Photographers were also there in numbers, chief among them being W. D. Welford. Altogether, over 320 ladies and men attended, the fair sex decidedly predominating. The Stavordale banjoists performed charmingly while the pictures were being inspected, introductions effected, and conversation indulged in. Then came a short but first-class lantern display, a distribution of various awards by Colonel Savile, and a short interval for the delicate refreshments provided. The concert followed, the artists being admirably suited to the occasion.

### English Road Statistics.

American wheel journals devote much space to the subject of good roads, so that I may, perhaps, be excused for referring to a very important and valuable lecture on "Carriage-way Pavements for Large Cities," delivered before the Society of Arts last Wednesday by Lewis H. Isaacs, F. R. I. B. A., Asso. Inst. C. E., surveyor to the Holborn Board of Works. The lecture, which occupied over an hour, dealt with the whole subject of road making, the respective merits and cost of granite setts, wood, asphalt, and macadam. Granite setts cost less than wood, and wood less than asphalt. Most interesting and elaborate figures were adduced showing the the first cost, cost of maintenance, and durability of the various surfaces alluded to. The lecture was followed with keen interest by an audience in which every other man was a district surveyor, and a brisk discussion followed. The lecture has been printed and will, doubtless, be published, so that all interested may possess the invaluable store of information it embraces. Although the subject sounds a dull one, I can honestly say I found Mr. Isaacs' treatment of it little short of fascinating. His main conclusions, arrived at after immense research and the experience of over twenty-five years, may be gleaned from the following table of comparative merits and demerits:

|                            | FIRST.       | SECOND.      | THIRD.       |
|----------------------------|--------------|--------------|--------------|
| Public Hygiene.....        | Asphalt..... | Granite..... | Wood.....    |
| Noiselessness.....         | Wood.....    | Asphalt..... | Granite..... |
| Safety for horses.....     | Wood.....    | Asphalt..... | Granite..... |
| Cleansing.....             | Asphalt..... | Granite..... | Wood.....    |
| Durability.....            | Granite..... | Asphalt..... | Wood.....    |
| Economy.....               | Asphalt..... | Wood.....    | Asphalt..... |
| Facility of repairs.....   | Asphalt..... | Wood.....    | Granite..... |
| Facility for tramways..... | Granite..... | Wood.....    | Asphalt..... |

In London wood pavements now rank highest in public favor, but for hygienic reasons wood is unsuited to narrow streets, where asphalt is found preferable. Special attention was paid by the lecturer to street cleansing.

### A Professional Cycling Union

has been formed, with a capital of \$30,000, and offices at 8 Victoria street, London, S. W. It will attempt to make professionalism in cycling a legitimate and honorable calling, giving cash prizes and holding meetings in various parts of the United Kingdom, so that the best riders may be kept in England; and also giving scope to foreign professionals who may visit England. The secretary pro tem. is H. Clarke.

A. W. Harris, the "Leicester lad," has signed an agreement, and will race in France as a professional in the interest of Humber & Co. Ltd. A. C. Edwards has signed an agreement with Rudge & Co., and will enter their Paris depot. Other members of the English racing colony in Paris will be Schofield, Barden, and Linton. The last named will travel to America by the boat which bears this letter. His French visit will come later.

The pneumatic skate has been publicly tested by its inventor, R. Wilson, of Kirkcaldy, at Dundee, a considerable sensation being created. It is stated he was able to keep up with a cyclist. From another source I am informed that nine miles in the hour on the road has been accomplished on pneumatic skates. The novelty has certainly got past the "paper" stage, and more may be expected.

The National Cyclists' Union Council meets at Nottingham this afternoon, where an enormous agenda will be considered. The chief business will consist of a reconstruction of the rules relating to the appeals committee.

C. W. HARTUNG.

At the annual election of the Columbian Cyclers, of Philadelphia, the following officers were elected to serve for one year: S. C. Adams, A. B. Ehst, H. Halberstadt, W. Smith, Geo. Craven, J. E. Fitzgerald, W. Kemmerline, Arch Gracey, A. B. Ehst, Chas. Shultz. The trustees have arranged for a benefit to be held the third week in January, at South Broad Theater, the play to be "Sheridan, or the Maid of Bath," by E. H. Sothern.

George Pierce and John Rodgers, of New York, recently made a hunting trip on their bicycles in Missouri. So expert did they become in the use of the wheel that they shot several deer without dismounting from their machines.

Harry B. Hanford is now conducting the cycling department of *Sports Afield*, the Denver monthly which recently moved to Chicago.

## POTTER ON THE WAR PATH.

TO ALL THE MEMBERS OF THE L. A. W: By the kindness of one or two friends I learn that during my absence from the country within the present year certain stories have been circulated among prominent officers and members of the League reflecting upon the integrity of my conduct in preparing and executing, in or about November, 1891, a business contract with the League for the management of its Roads Improvement Bureau. In substance this story appears to have been, that by some undisclosed alteration or amendment of the form of contract as originally drawn, the executive committee was induced by me to sign an agreement different from the agreement contemplated and from the one prepared by a member of that committee. A man who is talked about is generally the last one to hear of it. I have no knowledge of the extent to which this villainous slander has been circulated, but if it shall seem to any one to bear the stamp of authenticity, there are sufficient reasons why the question of its truth or falsity should be promptly and forever settled.

If the person who originated or has willfully repeated this story, or any story in substance resembling it, will disclose his identity in answer to this request, I shall give him an opportunity to prove his assertions or to show to the League what manner of man he is; and if his reputation for truth and veracity shall by any mishap have escaped its due place in the judgment of the public, I believe the true distinction between his character and his reputation may now be shown.

In a word, I call upon the author of that story to make it public and to state it as clearly to the members of the League at large as he has stated it to certain of those members in private.

ISAAC B. POTTER.

NEW YORK, Dec. 23.

### They Favor Colors.

The men of the Rambler team next year will all be provided with blankets and sweaters in the exact shades of the racing suits they adopt. Every man will have his color, as each man has had this season. Manager Atkins is a firm advocate of colors in racing and at one time this season had a dozen men with him, all in different colored racing suits.

*There was a young man of Quebec  
Who swore he the records would wreck.  
But he flopped on his back,  
And scratched up the track,  
And a copper sat down on his neck.*

*There was a young man from Bellaire  
Who bought a cheap wheel at the Fair.  
But it twisted and bust,  
And he fell on his crust,  
And the hurricane toyed with his hair.*

The Hon. R. H. Beamer, member of the California State Board of Equalization, was scorching on the road near Woodland, Cal., last week when the frame of his machine broke, and he got a hard fall. One cheek was badly lacerated, and a huge gash cut under his chin. We hope that this accident will not deter other prominent men from riding bicycles, as accidents are likely to happen to any one.

H. P. Walden has been nominated for the office of president of the Chicago Cycling Club for the ensuing year, C. E. Randall having refused to again run for the office. A. J. Nicolet will run for vice-president and C. W. Davis for captain. H. A. Githens is a candidate for director, and R. M. Barwise for secretary-treasurer.

There is a plan on foot to organize a racing circuit in the south for the early spring and a number of the prominent men have promised to participate. The cities of Augusta and Atlanta have arranged to take a date and Augusta has already solicited a number of prizes.

Githens will arrange his business for next season so that he will be able to devote his entire time to racing. He has wanted to do this for the last two or three years, but has found that his electrical business would take all his time.

The N. C. U. has refused to allow Shorland to race Lesna, the French professional, for the cup put up by Jerome K. Jerome, Frank's uncle. 'Tis a pity, for it would have been a noble contest.

Harry Wheeler recently went on a scorch with a number of English road riders. Although mounted on a front-driver, he showed the Englishmen that he could ride a little.

Road improvement is booming in central New York. The Onondaga County farmers are becoming interested, and their enthusiasm promises better roads for wheelmen.

Emil Ulbricht has lowered the ten-mile Pacific coast record from 27:05 2-5 to 25:53, at Alhambra, a suburb of Los Angeles, Cal.

Tom McAleer, the new Pacific coast twenty-five mile champion, is said to greatly resemble Frank Waller in build and appearance.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.



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**THE BEARINGS PUBLISHING COMPANY,**

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**Advertising Rates on Application.**

Copy for advertisements must be in hand the MONDAY before publication.  
All manuscript intended for publication should be in hand not later than MONDAY and should be addressed "EDITOR, THE BEARINGS." Write on one side of the paper only. All communications should be signed by the writer's name, although not necessarily for publication. Unpublished manuscript will be returned only when accompanied by postage to cover the same.

All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

"THE BEARINGS" will be found on sale at the news stands at the following hotels:

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GEO. K. BARRETT, EDITOR.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.

## THE PUBLIC IS THE JURY.

There is a man down in Quakerdom who sets himself up as the supreme judge of cycling papers. This is not so strange until the fact is known that he is a cycling editor himself and gets out the poorest excuse for a cycling paper of any sheet that makes pretensions to prominence. He is no less a person than F. A. Egan. He has some three long columns in his paper to fill every week and in his wild endeavors to find something to fill those columns he periodically makes an alleged classification of the various cycling papers. At one time one paper heads the list; at another time it is another paper. It was not long ago that he had THE BEARINGS at the head of the list. Naturally we did not dispute his classification. Recently when the gauge on his "think tank" was particularly low he made a reclassification. Of course the old order would not do to repeat, so he shoved THE BEARINGS down the list one or two points. Just how far we do not remember. We must take exception to this classification.

THE BEARINGS takes the lead. As an advertising medium it is easily at the head of the procession. It is younger than any of its contemporaries who can be classed in the front rank. Still it carries a 20 per cent. greater volume of advertising than any of them, as can be seen by comparing it with the other leading cycling journals. No paper is a good advertising medium unless it is read, and the fact that a paper is a good advertising medium is the best proof that it is widely read, which in turn proves that it is a good paper from the readers' standpoint. But our argument does not end here. We have repeatedly made the assertion that we have more than twice the paid circulation of any other cycling journal published in America. We still make the claim, and are always ready to back our claim. We have frequently invited our competitors to make a test of the matter, but they have all fought shy of any such proposal, knowing, all too well, that the results would be disastrous in the extreme to them. Incidentally, we added over 500 new yearly subscribers between December 1 and December 25.

No one man can pass correct judgment on the merits of the cycling papers. The trade who pay their money for the use of its advertising space and the subscribers who pay their money to read it, constitute a jury whose verdict can not be reversed. We are glad to say that this verdict is in favor of THE BEARINGS. Dare any of our contemporaries call for a public poll of the jury.

Talking of Egan reminds us of the fact that since he has gotten down to the regular editorial grind his writings are 75 per cent. less interesting than they were before, when he ranked as one of the brightest writers on cycling matters. Freed from the regular grind, he would be the Egan of old. It is a shame that he is tied down to the position he now holds.

## THE NEGRO QUESTION AGAIN.

The annual meeting of the National Assembly of the L. A. W. is not far off. The principal matter for discussion will doubtless be the negro question. The southerners have never given up the fight and vow that they will win the next time the matter is brought up. THE BEARINGS has never devoted much space to the discussion of the question, for it seemed to us that the matter was really of no very great importance. Neither is it, except as it entails other matters. The number of negroes that there are in the League or that ever will be, is not enough to worry even the most fastidious person. The southerners readily admit this, but they are opposed to the negro on principle. One black member hurts them as much as a hundred or a thousand. The very fact that a negro can become a member of the same organization with them is enough to make their blood boil. And it is on principle, too, that many of the northern members oppose the exclusion of the black man. Both sides are stubborn. What then is the member to do who really has no very decided views on the subject? Why, vote the way that will benefit the League the most; in other words, vote for the exclusion of the negro. As we said above, the negro cuts such a small figure in the League that as far as the welfare of the body goes, he cuts no figure at all. Consideration for him as a factor for the good of the L. A. W. may, therefore, just as well be dropped. On the other hand the mere fact of his being eligible to membership will alienate a great many members of the League in that part of the country where the sport is progressing the most rapidly and where it needs the most encouragement. In short, the League has much to gain by barring the African and nothing to lose. Therefore, as a matter of policy, where two unreconcilable principles are opposed to each other, we say—"Bar the negro."

## STRAY SHOTS.

### Our Contemporaries' Christmas Numbers.

The cycling world was well supplied with literature last week. Besides the Christmas number of THE BEARINGS it had the *Referee* and *Cycling Life* to peruse. To go through these three papers would take a man two days at least. The *Referee* outdid itself, and its Christmas number is one of the finest things in the cycling line ever gotten out. It is filled with well-written stories, and the trade has not been forgotten. One of the best things in the *Referee* is the album of cycling celebrities, in which members of the trade, L. A. W., and the racing path are represented. *Cycling Life's* cover is very attractive, and the inside is equal to the outside. Fine half-tone illustrations and well-written articles make Chicago's youngest cycling paper well worth looking at. The illustrated poems are worthy of more than a passing glance.

### Geo. H. Van Norman.

Every racing man of note in Uncle Sam's domains has had his picture "took" by George H. Van Norman, of Springfield. Mr. Van Norman has been in the photograph business for years, and he can turn out the finest kind of pictures. He is, you might say, the official photographer of the cycling world, and has a finer collection of pictures of famous racing men than any man in the country. Many of the full-page half tones in the Christmas BEARINGS were made from photographs taken by Mr. Van Norman.

### A Mile in Two Minutes.

Again has the inventor got in his deadly work, and we read in an exchange that Matt Ziegler, an old settler of the state of Washington, after ten years of experiment, has turned out a bicycle that "for speed will revolutionize the world." The inventor recently took a trial spin on his machine on the road and rolled off a mile under two minutes, and never turned a hair. The machine has two large wheels and one small steering wheel. The larger wheels, or drivers, as he calls them, are seven feet in diameter. The driving power is secured from three sources, the principal one being the rider's weight, and it is impossible to stop the driving gear on the center. Brakes must be applied to bring it to a standstill. The inventor claims that a person can easily travel fifty and sixty miles per hour on good roads.

### A Royal Cyclist.

The young Prince Grao Paro, son of Count d'Eu, and grandson of the late Dom Pedro, who has been proclaimed emperor of Brazil by Admiral Mello, is a cyclist. While in France he often acted as pacemaker in road races.



GEO. H. VAN NORMAN.



### A New Use for Pneumatics.

A new use has been discovered for pneumatic tires. To be sure the field is somewhat limited, but as far as it goes the pneumatic has a veritable walk-over. At the Chicago Athletic Association the swimming department flourishes under the competent management of Prof. John Robinson. One of the diversions of the members of the club has been diving through a bamboo hoop. This was all very good in its way, but it soon became water soaked, and now that a pneumatic tire has been substituted the fun goes merrily on, and the beauty of the thing is that the tire is so buoyant that it will not go under the surface except on the strongest provocation, and can be plainly seen by the spectators. It proved a grand success at the diving competition at the clubhouse last Wednesday evening.

### Credit Due the Engravers.

Many and favorable have been the comments passed upon the engraving in our Christmas issue. And it fully deserved it, for seldom has it been excelled even in such periodicals as *Puck* and *Judge*. It was one of the many features that made the Christmas BEARINGS the finest ever issued by a publication devoted to cycling. The half tones, the line work, and the colored supplements were beyond criticism, and the Behring Engraving Co. and Gorman & Lethen should receive full credit for their masterly productions. The former firm did most of the half-tone work, and on the pictures of E. C. Stearns and staff they fairly outdid themselves. Gorman & Lethen did themselves proud on the colored supplements and most of the line work, and clearly show that they are entitled to rank with the foremost engraving houses in Chicago. No one can say that he has ever seen a better-printed paper than the one issued last week. The credit for this work belongs to the Van Sicklen Printing Co., who worked night and day for two weeks to get out the paper in time

### A Vigilance Committee Needed.

California wheelmen should organize one of the old-time vigilance committees and institute a vigorous search for the rascal who thinks that it is fun to let the air out of a pneumatic tire. Many complaints have recently been made of a mysterious "Jack the Slasher," who makes a business of using a sharp knife with disastrous effects on tires. No punishment is too severe for such a scoundrel, and if caught this fellow should be subjected to a good ducking and ten or twenty years in the penitentiary at hard labor. The Ohio legislature regards the cutting of a tire as a serious misdemeanor and punishable with a long prison sentence.

### CONCERNING LADY SCORCHERS.

The question of racing and record-breaking by women is one that has been occupying much space in the cycling papers lately, although both these diversions have now, of necessity, come to a temporary end for both men and women. Advocates for and against; cyclists who understand their sport; cyclists who do not; non-cyclists who are of the opinion that lookers-on see most of the game; non-cyclists, who neither look on nor understand, and do not wish to do either—all have had their say in the public press, with more or less logic and accuracy. Perhaps, therefore, a few words from one who is in the heart of the world of wheels, and has made feminine cycling a special study, may not come amiss.

I think that little need be said as regards actual racing for women. The whole cycling press—all racing cyclists—all women who really understand the question, and what it means—are strongly against feminine racing. It is very well for a few outsiders whose knowledge of athletics does not extend beyond lawn-tennis, and who labor under the popular delusion that a bicycle almost runs itself, to advocate this innovation; but none of the *cognoscenti* come forward to uphold it. Theoretically, a woman may do anything she can in the way of athletics; practically, there are a good many things that her feminine instinct of what is fitting will tell her to stop at. There is nothing in her physical configuration, for instance, to prevent her playing football if she chooses; and yet the sturdy athletic girl who can wield a cricket bat with skill and grace, and pull a capital oar on the river, will instinctively feel that the wild abandon of a football scrimmage is "not the thing," so far as she is concerned. There is no actual law forbidding her to catch another girl by the waist, and fling her to the ground; to kick her way frantically through a mass of opponents, head down (also hair, in all probability), face scarlet, and clothes torn and soiled; to roll over and over in a mud-puddle underneath the boots of twenty-nine other excited young women. But she does not do it, all the same; though if you asked for her reasons, she could not in all probability tell you anything more definite than that "she thinks it would not be nice." In the same way—to use the above expressive term

again—lady-racing is "not nice." France has given us a useful object-lesson in this respect, as all cyclists whose education allows them to digest the startling facts, occasionally met with in French cycling papers, will allow. Who wants to see Herne Hill sprinkled in the evenings with panting, perspiring young females in very light attire, riding all over the track, turning corners on the top of the banking and coolly stopping now and then to adjust a too tightly-laced corset, which is the spectacle frequently enjoyed of late by the lookers-on at the Velodrome Buffalo? Races are not ridden or won without training; and the rigid training system of the track is rather apt—as those who know many racing men must allow—to turn the subject, *pro tem.*, into something very like a carefully groomed animal, with little thought or manners beyond those of a fairly well-behaved dog. Do we want to see women reduced to this level? As for the actual racing, let any one who reads this article picture mother, sister, daughter, or wife, attired in track-racing costume (for who could wear wind-catching draperies, and ride at racing speed?) and engaged in fighting out a hard finish with two or three other women, all crimson-faced or ghastly white, all straining every muscle, crouched over their handle-bars, with staring eyes and clenched teeth, while the sixpenny crowd yells, "Go on Daisy!" "Mary Ann, Mary Ann!" "Two to one on Katy!" "Look at her back 'air comin' down, and into her heyes—she's going to chuck it!" Reader, "Dost thou like the picture?" and shall we include ladies' handicaps and open scratch races in next summer's programmes, with a view to elevating the sport, and inducing the fair spectators who sit, muslin-gowned and lace-hatted, in the grand-stand, to go and do likewise?

As to record-breaking—this is another case where theory and facts quarrel not a little. Theoretically, where is the harm in any woman riding

a certain distance in a less time than any other woman has taken? (since we have no Miss Jogensens here capable of breaking masculine records). It is certainly hard to say. Personally, I see no harm whatever in a girl's riding far and fast, if she likes, and is able. There is a keen delight in flying over a good road at high speed, or keeping the same steady pace, hour after hour, until the day's ride runs far into three figures; and I think no liberal minded cyclist would wish to debar a woman from enjoying to the full the exercise of whatever strength Nature has given her. But this is not record-breaking. Record-breaking—like racing—possesses surroundings that are distinctly "not nice," so far as a lady is concerned. It means a stay in a record district, and constant public training in the roads thereof; it means pacemakers, tearing along a doubled-up young woman with an open mouth ("lady scorcher" seldom learns from her male companions to keep it shut), and outspread elbows; it means wild stampedes through crowded streets; ugly scenes where feminine strength, exhausted by a

"bad time," wants to give up, and has to be persuaded and bullied into going on; loud manners, slazy conversation, and even oaths, picked up from constant association with athletes of rather a low class; pay for services rendered in "booming" machines; advertisements boldly setting forth the lady's muscular powers—these are a few of the accompaniments that, so far, have proved inseparable from ladies' records. Surely they speak for themselves.

I do not think, however, that any sensible person is likely to object to the enjoying, by women cyclists, of the delights afforded by fast or long rides, undertaken for pleasure alone, and in a quiet manner. Personally, if I were capable of taking out my machine and riding 400 miles in the space of a day, without "record" surroundings, or covering fifty miles inside two hours and a half, on one of the solitary country rides that many enthusiastic cyclists prefer to country runs, I should certainly go out and do one or both forthwith, for the simple sensuous pleasure of using the strength that Providence had seen fit to grant; and I should do just the same if my lot happened to be cast on a desert island, *sans* cycling papers, policemen, wheel tracks, or Stanley shows; where the only parties privy to the fact would be sea-gulls and rabbits. And this I am sure every cyclist who has a real love for the sport will indorse in his or her own mind.

No hard and fast line can be laid down as to where simple pleasure riding ends and "scorching," in the record sense, begins, and in this matter, as in many others, "one may steal a horse, while another may not look over the hedge." I do not think, however, that any womanly woman will find much difficulty in drawing a special line to fit her own case, whatever it may be. As for the woman who is unfortunate enough not to possess ordinary feminine instincts concerning the "fitness of things," it is not much use talking to her, for she will go her own way, armour-clad in obstinacy and pride against all shafts of sarcasm or blame that may be launched at her from "jealous" women or "out-of-date" men.—"Graphis" in *Cycling*.



Simon Pure's Lap Prize.





This is an era of labor agitation and we may soon expect to hear from the downtrodden maker's amateur. He makes

one of a class of laboring men who have to work very hard for a comparatively small remuneration, and it would be in no way a surprise were he to appoint a few walking delegates to work among the craft and a few orators to enlighten the world as to his condition.

It is almost a certainty that political economists would like to hear from the poor maker's amateur and to be informed on points of detail with reference to his earnings, to his expenses, and to the various amounts he is enabled to lay by for his sustenance during the winter season.

This is a class of labor which the great American Federation would do well to look into. It seems to me that its present disorganized, or rather unorganized, condition would make first-class material for the Gomperses and the Powderleys to get to work on.

It needs a uniform scale. We have been informed—how correctly it is for those who know to judge—that there is absolutely no scale of wages. Bicycle riding, we are told, has reached the level of plain brain work. Brain workers receive for their labor whatever the masters care to pay. Thus a fine poem (a labor not alone of brain but of soul) is paid for at any price the purchaser cares to pay therefor. We have heard of novels—real novels—being bought and sold for the mere bagatelle of \$50. So, it seems, is the case with the speed of the cyclist.

A tyrannical, monopolistic maker will actually pay more to a rider who can do a mile under two minutes than he will pay a man whose best efforts are expressed in the symbols of 2:09 3-4.

This is not right. It is a screaming outrage on labor and it should be stopped.

Let the makers beware!

Do they think they ride with solid tires over the sensibilities of the men who make them possible? Are they laboring under the delusion that they can crush under their drop-forged steel heels the rights of honest labor?

The trend of the time is to be observed in the action of the Racing Board, which has now for two years attempted to call attention to the outrageous oppression under which the amateurs are suffering.

This is a new era and speed will claim its own. Therefore we say to the grinding maker: Have a care! The voice of labor will be heard!

#### We are Growing.

There is no longer possible any denial that the League of American Wheelmen is a first-class organization. Some doubts have always existed in the minds of the general public that the L. A. W. was a mere plaything for the overgrown boys of whom its membership has been largely made up. This idea now seems to have been knocked into little pieces by a stupendous fact.

Down in old Missouri it has come to light that fraud has been used in the recent election of the state officers. The ballot boxes have been stuffed. That is to say, the ballot boxes have not been stuffed but an organized effort was made by "repeaters" to befuddle the count and to carry off the election by fraudulent voting for one of the sides. Threats of the United States authorities have been made and the penitentiary has been spoken of.

All this means one of two things: Either the L. A. W. is growing wide and wise in its day and generation or else old Bourbon Missouri is ahead of the times.

Personally I am inclined to trust the latter theory. Most of the cyclists in Missouri, and especially in St. Louis, are politicians. Many of them are ward heelers and "strikers" for bosses. St. Louis is notably the most corrupt political city in the country, and it is by no means surprising that general or municipal election methods should be carried into the election of the L. A. W.

This is the first case of the kind I have heard of in connection with League elections, and it certainly establishes a rather bad and dangerous precedent. This is particularly true because the states, state or national, do not fix a punishment for election frauds in the L. A. W. I am at a loss to account for this neglect on the part of our lawmakers, but the fact remains.

Hereafter, therefore, all that is necessary to elect our man is to judiciously select a few competent "strikers," push the button, and leave it to them to do the rest.

All that the L. A. W. needed to round out its present anomalous condition was a deep taint of fraud, and here we have it.

#### Can Chivalry be Dead?

It is said that the southern members of the L. A. W. have reinforced their movement against the colored brother, and that they will have a

vote at the next convention large enough to exclude Sambo from the order.

But how about Sambo's sister?

Let us suppose that a handsome young quadroom female amateur, eighteen years of age, should apply for membership. Would the southern members vote for her? Or does the chivalry of the south apply only to women whose skins and finger nails are perfectly white?

These questions are respectfully referred to the distinguished gentlemen at the head of the anti-negro movement.

#### Harry Wheeler in England.

Harry Wheeler (our own Harry) is now in England, and there is no end to the many new things he is learning on the other side of the seltzer.

He now knows what "the N. C. U." means.

He has penetrated the mysteries of the notorious "side slip."

He knows what is meant by the term "Edward's cover."

He realizes what is meant by the "Carter Harrison" [excuse us, the Harrison-Carter] gem case.

He knows what "setts" means when applied to roads.

He is thoroughly familiar with the meaning of the term "crank bracket."

He has learned that crackers are really "biscuits," that dry toast is "muffins," that shoes are "boots," that boots are "Wellingtons," that gaiters are "spats," that chumps are "Johnnies," "Jossers" or "Jugginses," that a druggist is a chemist, that a dollar is a "shilling," that a vest is a "waistcoat," an overcoat a "great coat," and that our English cousins do not cumber themselves with what we call underwear in this country.

Harry is likewise learning much more. For instance, when he returns he will doff his hat to the president, wear his trousers turned up at the bottom, buy his drinks by quantity, and tell us what street he lives "in" rather than "on." He will be as full of strange contradictions as an Irish cyclist, and if he does not broaden his "a" we will be both surprised and delighted.

Odd, isn't it, how dear old England does change us!

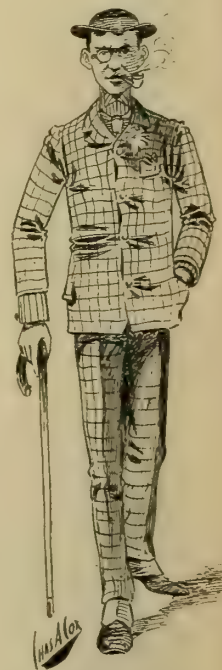
#### Birmingham Has Ideal Roads.

The benefit of convict labor on the roads of our country is clearly shown at Birmingham, Ala., where the county of Jefferson has spent over \$650,000 in the building of roads and employed convicts entirely on the work. There are 200 miles of these convict-built roads in the county. A cement-like material is found in the county, and this is used to build the roads, which are all laid on a firm and deep base of slag taken from the mines of the region. The top dressing in time becomes pulverized from use and then hardens as it is wet, until the top is as smooth and hard as the top of a billiard table. This road is not affected in the least by rain, and men in the country use their wheels the year round to ride to their business in the city. Messenger boys use their wheels altogether in delivering messages to the country folk and ride in the heaviest rains. The local telegraph company managers long ago realized the benefits of the wheel, and discharging one-half their force they bought wheels for the other half and doubled their salary. The work is now done more satisfactorily and a class of riders has been created that for hardihood and nerve have no equal for their age in the country.

#### Lady Somerset Favors a Rational Costume.

Lady Henry Somerset, the famous Englishwoman who visited America this year, takes a great interest in cycling, and when her countrywomen appealed to her for her opinion on the rational costume, she readily gave it. She said: "I believe that the best and wisest thing for women is to wear such dress as shall help them, I mean really help them, to do the special work they have at that particular time in hand, and that avoiding all affectations that are unnecessary, and that only attract an unfavorable criticism, they should be strictly practical and workmanlike. Therefore I can not but believe that a cycling costume is quite as permissible as a riding habit, and that the world will come to see it so after a little while. Nothing could be more preposterous than the evening costume worn by most women, if it had not become conventional; and that would be far better done away with, if people are anxious to be on the side of propriety, rather than to make any outcry against shortened skirts."

See our special full-page announcement elsewhere in this number. You can't afford to miss it.





# 1894... Columbia Bicycles

## Standard Price \$125.00

AS years go by, and bicycles approach nearer to perfection in design, construction, and speed qualities, the Columbia, which for the 17th year is offered for your consideration, easily maintains its position and reputation as the standard bicycle of the world. High up in the scale of public favor as Columbias have always stood, the 1894 models of these popular wheels will place them on a still higher plane. The complete organization of the Columbia establishment, which today affords every possible facility for turning the raw materials into the finished product under our own immediate supervision and inspection, with our splendid force of trained heads and hands, all inspired with ambition for continued improvement both in quality and design, have combined to make our wheels a distinct triumph in bicycle construction, representing in the highest degree an artistic unity of lightness, strength, and grace; while at the same time, through the greater perfection and efficiency of our special machinery, and the combining of all departments of the work under one head, we secure greater economy in construction, and so are enabled to place our wheels on the market at a lower price than was ever before quoted for the highest-grade pneumatic safety bicycle.

## WE ANNOUNCE

|           |              |                                                                      |
|-----------|--------------|----------------------------------------------------------------------|
| Model 34. | Price \$125. | A 29-pound road wheel, up to date in every detail and particular.    |
| Model 35. | Price \$125. | A ladies' wheel of exceptional grace, beauty, and lightness.         |
| Model 36. | Price \$125. | The New Century Columbia.<br>A fully-equipped roadster.              |
| Model 37. | Price \$150. | A semi-racer, 21½ pounds; the highest type of light construction.    |
| Model 38. | Price \$125. | Patterned after Model 34, but with extra high frame for tall riders. |
| Model 39. | Price \$140. | A special mount for tall riders, with 34-inch wheel.                 |
| Model 33. | Price \$160. | The Columbia Racer, unequaled in its class.                          |

*Full details concerning this exceptional line of wheels in our Illustrated Catalogue.*

It is the most beautiful and comprehensive book ever issued by a bicycle establishment, and should be in the hands of every intending purchaser of a wheel. It is free at Columbia Agencies, or mailed for two 2-cent stamps.  
Address Catalogue Department.

You should have on your writing table or desk a Columbia Pad Calendar. A leaf for every day, ample room for memoranda, bright, attractive, dainty, both ornamental and useful, the most convenient calendar issued, and mailed for seven 2-cent stamps.  
Address Calendar Department.

**POPE MFG. CO., 221 Columbus Ave., Boston.**

**BRANCH HOUSES:**

12 Warren Street, New York.

291 Wabash Avenue, Chicago.

Hartford, Conn.



## Offer Extraordinary...

*Our offer to accept \$2.00 for one year's subscription to "The Bearings" will be extended to February 1—no longer.*

*Copies of the Christmas number—while the edition lasts—25c. each; three or more copies, 20c. each.*

### WHAT THEY THINK OF IT:

The following are a few of the hundreds of testimonials we have received from those who have examined our Christmas number:

**The American Dunlop Tire Co. wired us:**

Congratulations on your Brobdingnagian Christmas number. It's a library, an art gallery, and a whole lot of things rolled in one.

**W. A. Skinkle, President of the Century Road Club, says:**

I expected something handsome and unusual in the Christmas number, but the reality so far exceeded my expectations that my surprise is equaled only by my pleasure. It is a work of art, and will be preserved by me as such. Please accept my hearty congratulations and best wishes for the future prosperity of your paper.

**H. S. Cornish, athletic manager of the Chicago Athletic Assn., writes:**

It is better than any cycling publication I ever saw, and shows time, money, and brains. I appreciate it and value it very highly.

**W. H. Newby, the veteran rider, writes:**

Since you have issued the Christmas number of THE BEARINGS, you can put your feet on your desk, your thumbs in the arm holes of your vest, look your competitors in the face, and defiantly say "NOW?" and not one of them can speak above a whisper.

The Christmas number contains over one hundred pages of reading matter, and over two hundred illustrations, besides eight colored supplements of the crack track and road riders of the year, which are suitable for framing.

### TO THE DEALERS:

We want every dealer in the country to read "The Bearings," and will make our special offer of \$1.50 for one year's subscription, beginning with the Christmas number, to dealers only, extend to February 1. This offer is open to bona fide dealers only.

### BEARINGS PUBLISHING CO.

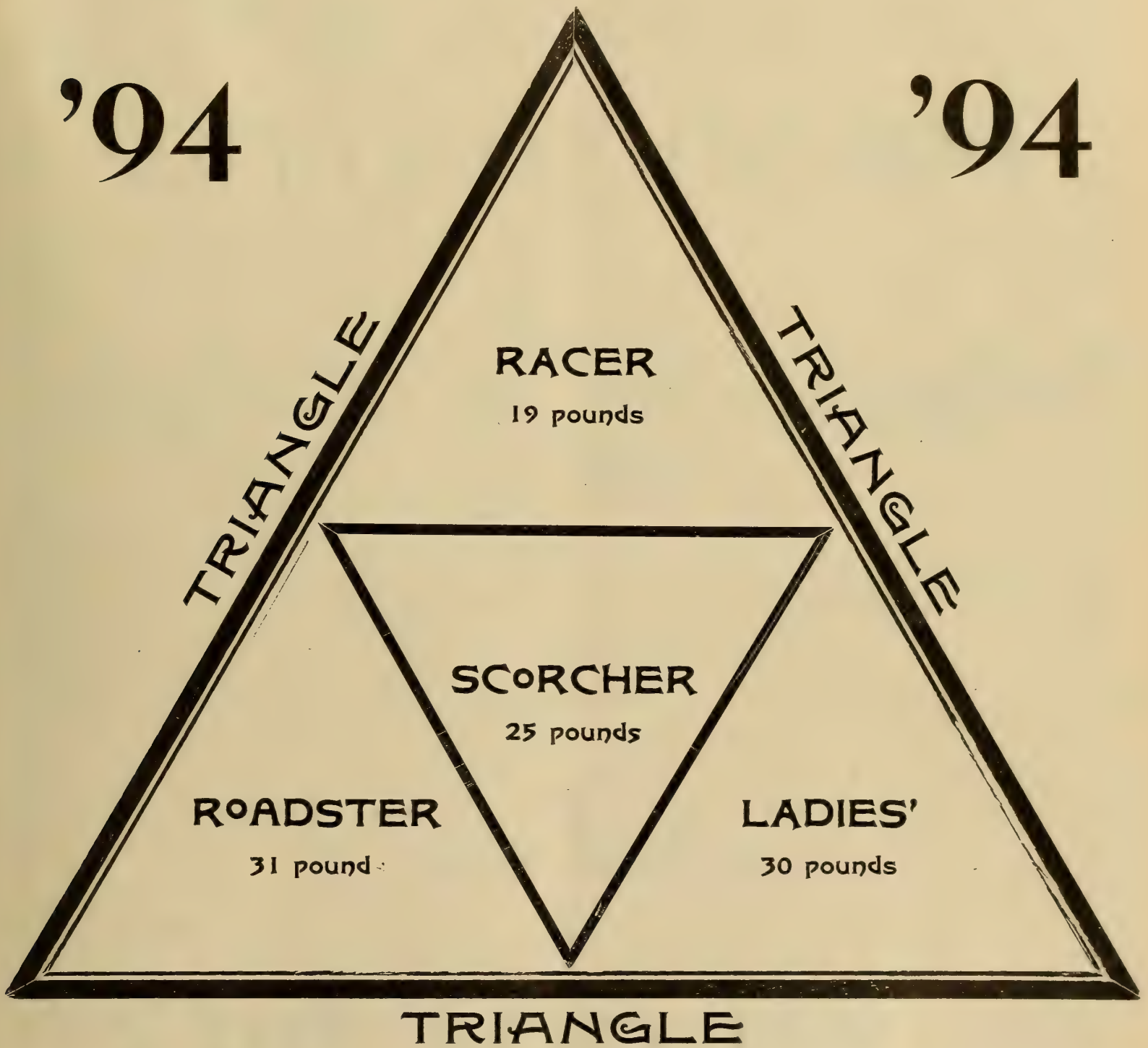
Isabella Building.

46 and 48 Van Buren Street, CHICAGO.



'94

'94



THE PEERLESS MFG. COMPANY

STAND 49, NEW YORK SHOW.

— CLEVELAND, OHIO.



# BOUND TO COME.



Our aim is to be pointed to as makers of absolutely the finest bicycles in the world, and if money, energy, skill, and enterprise will get us there, we will surely win. We're never contented to be second in anything—

## ALWAYS FIRST.

### AGENTS

Who believe in  
always leading,  
Get

THE FOWLER

For 1894.

## HILL CYCLE MFG. CO.

142-148 W. Washington St., CHICAGO.





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

### PRICES FOR 1894 SETTLED.

Long has the public been speculating on what the prices of wheels for 1894 would be. From time to time different concerns have announced their prices, but none of them were firms of so much importance in the trade that their announcements would force other firms to conform to them. Some of the firms who have been selling at \$150 have reduced their lists to \$125 but none have made a lower price. Some have announced the same prices as obtained last year, viz., \$150. It was not until the Overman Wheel Co. gave out the news that 1894 Victors would list at \$125 that there was anything definite to indicate a general reduction. This firm's prestige in the trade is so great as to cut a big figure in determining the lists of other manufacturers. They did not say in their statement, however, that *all* their 1894 wheels would sell as low as \$125 and we made the prediction that all of them would not. So far nothing further has been heard from this firm. The latest news on prices comes from the Pope Mfg. Co., than whom there is not a more powerful factor in the trade. Their list has been announced and we find that Columbias will be listed at prices ranging from \$125 to \$160. The \$160 wheel is their racer, and the lightest road wheel, a twenty-one and one-half pound machine, will list at \$150. This is the model that will be ridden by such of the elite of the cycling world as pin their faith to the Columbia. In short, the pick of the Pope company's line will list at the same price as obtained last year. The same will be the case with H. A. Lozier & Co.'s finest road wheel; and such wheels as the Fowler and Stearns will be listed at \$150. This bears out the prediction that we made in this column some weeks ago when we said, "We are far from believing that some of the superb models that we have seen made up for the coming year's trade will list at less than \$150. Many of these wheels will be guaranteed for road use, and will stand all the hard knocks that the road wheels of the past and previous years have stood,—and stand them in better style if we are not greatly mistaken,—and yet will weigh in the neighborhood of twenty-five pounds, and some of them even less than this. They will be fitted with wood rims and the most expensive tires, and everything in their make-up must of necessity be the best and most costly. At \$150 they will be not only good value but cheap." The best wheels on the market will sell for \$150. That's settled.

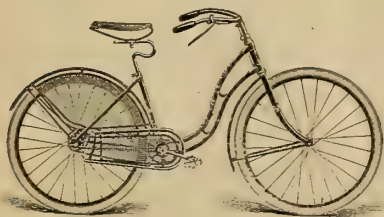
### COLUMBIA PRICES.

The Pope Mfg. Co. Announce their Prices for 1894—They Offer Six New Models—Their Fine Catalogue.

True to his promise, Colonel Pope has announced the list price of Columbias for the ensuing year, and, as expected, it is \$125. The Pope company will turn out other wheels that will list at higher prices, but the standard list will be \$125. The company issued their catalogue at the same time as they did their prices and it is fully up to their other productions in this line. The book is replete with fine wash drawings of cycling scenes, but the interesting part of it are the models of next years' wheels. Model 34 is the first one shown. Built on similar lines to this year's Model 30, with a nine-inch ball-bearing head and twenty-eight-inch wheels, it is fully up to date. The elliptic sprocket has been abandoned. Columbia tires are used, but the purchaser may have the Hartford double-tube tire if he desires. This machine weighs twenty-nine pounds and lists at \$125. Model 35 is the ladies' Columbia, which has but a few minor changes



Model 34 Columbia.

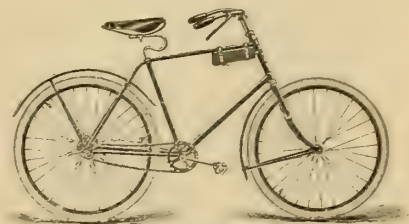


Model 35 Columbia.

\$125. Model 35 is the ladies' Columbia, which has but a few minor changes

from last year's model. It weighs thirty-seven pounds and lists at \$125. This machine is fully equipped with a strong brake, excellent mud-guards, and adjustable foot-rests. The Model 36 is the new Century Columbia for 1894. This machine has always been a favorite road wheel and for next year the Pope people have spread themselves and have turned out a magnificent bicycle. Among the noticeable improvements are the nine-inch head, higher frame, detachable sprockets, the new Columbia pedal, and improved brake connections. The machine, all on, weighs thirty-seven pounds and will bring \$125.

Model 37 will no doubt be the light roadster. It is catalogued as a semi-racer, but such has been the fine workmanship put in it that it will be used by the scorchers for road work. The frame and forks are made of twenty-two gauge Columbia seamless steel tube, and one wonders how a twenty-one and one-half pound wheel (this is the weight of Model 37) can stand the racket on the road. It is fitted with one and five-eighths inch Columbia single-



Model 36 Columbia.

tube racing tires on wood rims. For this magnificent piece of workmanship the Pope company ask \$150.

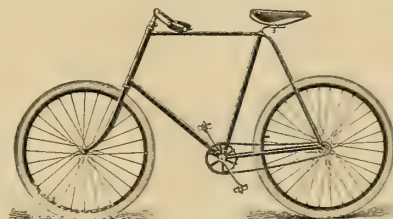
Hoyland Smith's high-framed racer attracted considerable attention the past year, and there was considerable demand for one just like it. To meet the call the Pope people list Model 38 for riders whose legs are too long for an ordinary wheel. It is



Model 37 Columbia.

practically identical with Model 34 but an extra high frame substituted for the regular size, affords a minimum reach of about thirty-seven inches as against thirty-two in Model 34. This high frame makes but one pound difference in the weight of the wheel. Price, \$125.

Still another novelty is Model 39, particularly designed and adapted for very tall riders. Wm. Gillete, of "Private Secretary" fame, had one of these machines built to order last year. Its extra-



Model 38 Columbia.

high frame, with thirty-four-inch wheels, makes it one of the finest of road wheels for this class of riders. It weighs thirty-five pounds, and on account of the work on it lists at \$140. A comparatively small number of Model 39's will be built.

Model 33 is the racer, and but little change is noticed in this. It has an eight-inch head, twenty-eight-inch wheels, Columbia single-tube tires, wooden rims, narrow tread, and weighs but nineteen and one-half pounds. Price, \$160. Speaking on the past year's racing, the Pope company say:

"While for reasons which need not be entered into here, we made no effort last season to have races won and records made on Columbias, we had reason to feel abundantly gratified by the splendid service they performed and the number of our full racers that we sold to racing men in all parts of the country."

On the subject of tires the Pope company state that the Columbia single-tube tire will be used as the regular equipment of their '94 wheels. "There is, however, a difference of opinion among riders regarding the merits of the single and double tube tires," the catalogue says, "and we therefore offer a choice of two styles. After a careful study of all double tires, we have decided to use the Hartford tire as perfected and manufactured by ourselves, embodying inventions covered by patents issued to T. B. Jeffery, and our own and other inventions, patents for which are now pending."

### WILL OVERMAN USE G. & J. TIRES?

SPRINGFIELD, MASS., Dec. 22.—There has been a man-sized rumor afloat here for some days to the effect that the Overman Wheel Co. had taken out a license to use G. & J. tires. THE BEARINGS correspondent made diligent inquiries from the people who had the information, but while they would make no definite denial that there were negotiations on, they said that no deal had been made. The matter was not allowed to drop here, and your correspondent pursued his inquiries in other directions, and had the satisfaction of learning that while R. Philip Gormully was here some days ago he gave the Victor people an option on the license, and that the latter still have the matter under consideration. The chances are about even that they will adopt the tire.



## R. PHILIP GORMULLY INTERVIEWED.

**Compliments for the Christmas "Bearings"—He Talks of Horse-Paced Records—Wants a Cycle Show in Buffalo Next Year—Talks of the Trade Association—The Tire Deal with Pope—Not Afraid of Suits.**

R. Philip Gormully has been jumping here and there around the country of late making all sorts of deals, and keeping the cycling trade in a fever of excitement and expectation. The first deal to come to light was the licensing of the Pope Mfg. Co. to make, use, and sell tires under the G. & J. patents. The second was the licensing of the B. F. Goodrich Rubber Co. to do the same. Later, rumors were afloat that the Overman Wheel Co. had been licensed, but latest developments show that while negotiations to that end have been under way the matter has not yet been settled. There were rumors, also, to the effect that there would be a legal battle between the Gormully & Jeffery Mfg. Co. and Charles Macintosh & Co. Ltd., of Manchester, England, and other rumors that G. & J. and all other makers of detachable tires—at least such as are held in place by the inflation of the tire—would be sued by the North British Rubber Co. Ltd., of Edinburgh, who own the patents of the original clincher tire. All these things induced a representative of THE BEARINGS to make a trip to the big North Side factory.

The first thing that met his gaze when he neared the factory was the big eight-story addition that is being put up. The workmen are on the third story now. But he wanted to see Mr. Gormully and not the factory. The former was found, and, what is more, was in a pleasant humor and a talkative mood. It is not to be inferred that he is not usually in good humor, but he does not often think it advisable to do much talking—talking on business matters.

### Compliments "The Bearings."

He opened the conversation by complimenting THE BEARINGS on its Christmas issue. "It is wonderful," said he, "that cycling can support such papers as it does. It is remarkable. Why, the Christmas editions of the Chicago cycling papers really surpass the special editions of periodicals of any other class. It is truly remarkable. I see that the *Cosmopolitan* has reduced its price to 15 cents, and that other magazines have also reduced their prices. I suppose it is necessary in these hard times, but it speaks well for cycling and for the cycling papers that instead of reducing their prices they are keeping them up and giving their readers more for their money."

"That is a very nice compliment," said THE BEARINGS man, "but I did not come here to hear compliments but to get the news. What is it?"

"News? There is no news that I know of."

"Will there be a Rambler team on the path next season?"

"Really, I haven't the slightest idea."

"That will not do, Mr. Gormully. I am not like the men on *The Wheel*. I can not write a column on one of your smiles and several good-bys."

### Horse-Paced Records.

Mr. G. laughed, and said, "Well, the boys did nobly, didn't they? But I understand that the Racing Board will not accept the records. Is that so?"

Being assured that it was, he continued, "I think it is a shame. It is not sportsmanlike. What the public wants to see is the fastest time that can be made on a bicycle. It don't make any difference what kind of pacemaking there is, whether the pacemakers are men on bicycles or horses or steam engines. If they are not going to accept records made with all kinds of pacing they should not accept them with any kind of pacing. In that case the records should all be made in competition or made with no outside assistance whatever. But we are going to make a fight over the matter. What would you do?"

THE BEARINGS man assured him that the best way would be to subsidize the cycling papers and have them take care of the records.

"Well, you may rest assured that we will take good care that every one knows that the fastest miles made ever were made on Ramblers."

### On Cycle Shows.

"Will you be represented at the New York show?"

"No, I don't believe in two shows and we will be represented at Philadelphia only. I believe that Buffalo is the city for the annual show. It is a night's ride or less from all the places where bicycles are sold the most. This includes all the places east of Buffalo and points as far west as Missouri and Iowa and a great many southern points. A cycle show in Buffalo would do more for good roads than two years' publication of the *Good Roads* magazine. Buffalo is the best paved city in the country. Its streets would be a revelation to most of the dealers who would attend the show. You will do well to advocate Buffalo for the next show."

THE BEARINGS has long advocated Buffalo as the proper city for the annual show and Mr. Gormully was reminded of the fact. He was then asked what he thought of the proposed trade association.

"It is a good idea," he said, "but the meeting should be held in Philadelphia."

"A meeting is already arranged to take place during the New York show to plan the preliminary arrangements," ventured THE BEARINGS man, "and a meeting to complete the organization will probably be held in Philadelphia. Will you be in the association?"

"Well, we will wait and see, and then do as we please."

## The G. & J.-Pope Tire Deal.

"What is the Pope Mfg. Co. going to do with the G. & J. tire? Are they going to use it exclusively or give the riders their choice of tires; or are they going to fit a number of different makes of tires?"

"That is their business. They will doubtless give the riders of Columbia the choice of the hose-pipe tire or our tire, and you can imagine which the riders will choose. Of course after they have advocated the single-tube tire so long they are not going back on it all at once. Suppose you were going to buy a Columbia and had the choice of the two tires, with the same guarantee back of both, which would you choose?"

It was now the time for THE BEARINGS man to be noncommittal, and he replied that he could not imagine himself buying a wheel of any make when there were so many good wheels that the makers wanted him to "try."

"Well, you may be sure that the Hartford Rubber Works are getting out tires as fast as they can; and what is more, that they are working on one style only. What that style is I will leave you to guess," and then for fear that THE BEARINGS man might possibly make a wrong guess, he added, "and we are giving them all the help in our power and the Goodrich company are doing the same. We are sending them on all the most improved machinery for the rapid manufacture of the tires."

### An Old Friend in New Clothes.

"Suppose you met a G. & J. tire coming down the street and it was labeled 'Hartford' would you recognize it?"

Mr. G. laughed and said, "Yes, I would know it whatever clothes it had on." [The Pope Mfg. Co. will call the tire they make under the G. & J. patents the Hartford.—ED.]

"What sort of deal did you fix up with Mr. Elton, of Charles Macintosh & Co. Ltd?"

"I didn't fix up any deal at all," and he would not say another word on the subject. [A New York dispatch will be found in another place in this paper telling more about this matter.—ED.]

"How about the report that the Overman Wheel Co. have been licensed to make and use tires under your patents?"

"I don't know how any such report could have gotten out. There has been no license taken out." THE BEARINGS man knew all about the matter, so Mr. Gormully was not pressed to talk further on the subject.

### Not Afraid of Being Sued.

He pursued his investigations further by saying, "There is a rumor afloat that the North British Rubber Co. intend to sue you for infringement of their patents. Have they done anything of the kind yet?"

"I haven't heard a word from them. If they want to sue I will accept service from them at any time and any place." He paused a moment and then added, with a knowing smile, "I don't think they will sue."

"Isn't it about time you announced your 1894 prices?" asked THE BEARINGS man.

Mr. G. studied a few minutes and then said, "Yes, but we have been so delayed by the Fair and other things, that we will not have our catalogue out till some two weeks after the usual date—January 1. We usually get to work early in October on our next year's output. This year we did not get to going till well along in November."

After a few moments more pleasant conversation THE BEARINGS man left, satisfied that he could get more out of the big manufacturer than any of the *Wheel's* scribblers.

## G. & J. AND MACINTOSH.

NEW YORK, Dec. 26.—H. Elton, of Charles Macintosh & Co. Ltd., has been at the Everett House in this city for some time in the interests of his firm. Last week R. Philip Gormully was in the city and was closeted with Mr. Elton for some time. It was impossible to learn what it all meant, but the matter was followed up, and it was learned that a consultation was held to see if impending litigation could not be averted. The exact nature of the business could not be learned, but the result to Mr. Elton was not at all satisfactory if his looks count for anything. Indeed, he looked like a sadly disappointed man. It was learned later that after Mr. Gormully's departure he (Elton) ordered all advertising of the Macintosh tire stopped. On Saturday last he sailed for England, not without saying, however, that he would be back in New York in a short time. It is surmised that the Macintosh company had been threatened with a suit by G. & J., and that the negotiations between the representatives of the two firms were held with a view to adjusting terms on which the English concern would be allowed to manufacture G. & J. tires [the G. & J. and Macintosh tires are almost identical in construction.—ED]. It is certain, however, that no deal was made, and it is probable that Mr. Elton is returning to England to consult with his people, and will come back prepared to continue the negotiations to some purpose.

## RAMBLER PRICES NOT READY.

The Gormully & Jeffery Mfg. Co. are not yet ready to make public the list price of their '94 wheels. When asked for the prices last Wednesday, Mr. Gormully said that he was not quite ready to say anything. Later he sent THE BEARINGS the following letter:

"Owing to delay caused by the World's Fair and other matters, we shall not issue our catalogue on January 1, as heretofore. It will appear about two weeks' later. Consequently we have nothing to announce relative to our line and prices for 1894. Will give you information *in re* new line next week."



## WESTERN WHEEL WORKS PRICES.

The Western Wheel Works, manufacturers of the largest line of cheap and medium-grade bicycles in the world, are out with their 1894 prices. Their leader, the Crescent, will weigh but thirty pounds, and lists at \$75. Their Crescent with twenty-six-inch wheels will weigh but twenty-seven pounds; but \$50 will be asked for this. With twenty-four-inch wheels the Crescent weighs but twenty-five pounds, and for this fine little wheel but \$40 is charged. Crescents are undoubtedly one of the very best—if not the best—wheels in the market. The ladies are also well taken care of. The frame of the ladies' wheel is built on straight lines. With twenty-eight-inch wheels, \$75 is charged; for twenty-six-inch, \$50; for twenty-four-inch, \$40. The juvenile wheels are also fine specimens. The Crescent double diamond, with twenty-four-inch wheels, lists at \$25, and a twenty-inch drop frame sells for \$25.

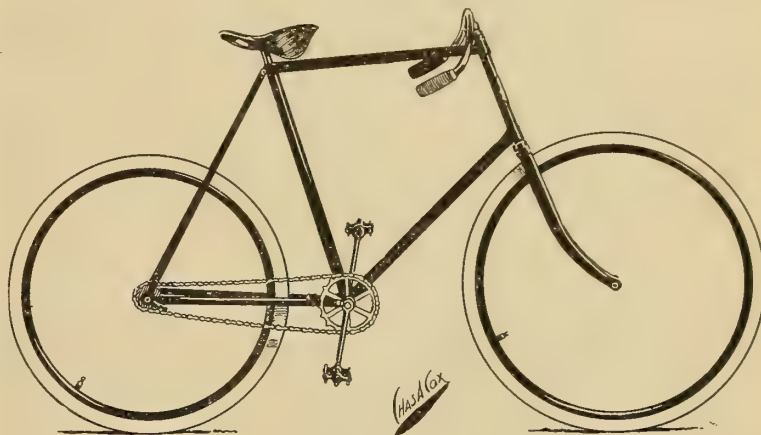
### The Augusta Cycle Show.

A cycle exhibit was held at the Augusta Exposition and State Fair in Augusta, Ga., which attracted no little interest. The daily attendance was over 50,000 and there was fully that number at the races daily. The firms that took space for the exhibition were: S. H. Meyer, who exhibited Raleighs and Centrals and had Zimmerman on the stand as an exhibit; Field and Kelly, who had Ramblers and Clevelands; Thomas & Barton the Victors; while Columbias were shown by J. G. Dill. All the exhibitors were aided by the factories which they represented and reported a splendid business. For the Central Cycle Mfg. Co. J. H. Cody was present and closed a deal for over 300 wheels with the Southern Bell Telephone & Telegraph Co., who will supply them to their men on the line between Richmond and Mobile, Ala., in fifty-three exchanges. These men will be allowed the regular mileage rates and will be permitted to pay for the wheels out of their weekly pay. Others received good orders, but none so large as this. The order is for '93 wheels at that. Cody has been all through the south and reports the business as good. The dealers are disposed to order light and for this reason a good season is looked for. At Atlanta the Lowry Hardware Co. are going out of the business, as will also the Beck & Gregg Hardware Co., the Victor agents. Manager Chalfont, of the former, and Manager Piggott, of the latter, will enter the trade under the firm name of Chalfont & Piggott and will handle Clevelands and other wheels not yet closed for. The Rolle-Weigle Cycle Co. will have the Victor agency and are figuring for the Centrals. The trade in Atlanta, according to Mr. Cody, looks favorable for this season and a lively business is expected by all. At Birmingham a new firm is to enter the field in the May & Thomas Hardware Co. Mr. Cody placed these agencies for Central wheels: J. W. Burk & Co., Macon, Ga.; Savannah Carriage & Wagon Co., Savannah, Ga., for southern Georgia; Sam Myers,

for Augusta, Ga.; J. C. Combs, Nashville, Tenn.; Asheville Bicycle Co., Asheville, N. C.; Prince Wells, Louisville, and Rolle-Weigle Cycle Co., of Atlanta. Mr. Cody returned north for Christmas and will attend the show.

### The "Varick."

The John B. Varick Co., of Manchester, N. H., have branched out as cycle manufacturers, and have placed the Varick on the market. This machine is designed for a general road wheel of medium weight. It will be built with deep frames and extra large tubing, high crank-hanger, and several new and attractive features of their own design. It will be fitted with either wood or metal rims, and any style tire to suit the purchaser.



THE VARICK.

The weight will be from twenty-five to thirty pounds, according to the rims and tires used. The machine was designed by F. R. Parker, the manager of the Varick company's bicycle department, and his twelve years' experience as a bicycle mechanic will assure a properly constructed bicycle for New England roads. As the manufacture of bicycles is a new departure with this company, their '94 output will be small, as they will sell direct to their select trade only.

The A. F. Shapleigh Hardware Co.'s "ad" in the Christmas number stated that the Templar, Atlanta, Red Cloud, and White Wings listed at \$70 for the first two and \$45 for the two latter. The word "list" should have been left out.

# The FIRST EXHIBIT

that will strike your eye,

# The BEST EXHIBIT

that will strike your eye,

# The LAST EXHIBIT

that will strike your eye at the New York Cycle Show will be at

**Raleigh Cycle Co.,**

2081-2083 7th Ave.,

New York.

**STAND No. 54**

at the entrance of Madison Square Garden.

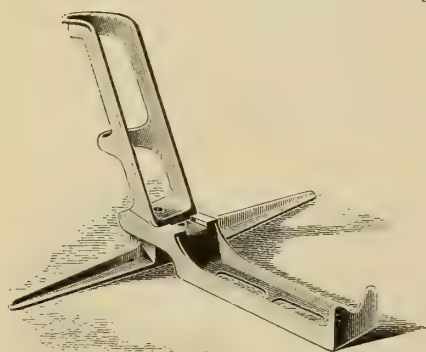


## SALE OF SERCOMBE-BOLTE'S PLANT.

MILWAUKEE, WIS., Dec. 27.—John S. George, the well-known railroad man who bought all the tangible property of the Sercombe-Bolte Mfg. Co. at auction last Wednesday, is busy reorganizing a company to take hold of the plant. Part of the stock of the new company has already been subscribed for. The sale of the property took place at the store of the defunct company, 355-357 East Water street, and J. M. W. Pratt acted as auctioneer. W. H. Momson bid \$2,500 for the plant, which included all property excepting the book accounts. J. S. George raised the bid to \$3,500; W. H. Wolf \$4,000, and the final bid was \$5,000 by Mr. George. All the bidders were stockholders. After the sale Mr. George said, "What we propose to do is to begin the manufacture of bicycles at once. We will reorganize a company to be known as the Telegram Bicycle Mfg. Co., with a capital of \$100,000. We are now negotiating for the lease of a building and will move the plant as soon as possible. No, Sercombe and Bolte will not be in the new company, unless we hire them. We will manufacture six kinds of Telegram wheels. I do not know as yet who will be in the new company." Frank J. Pingree has, however, been agreed upon as manager. W. H. Wolf, the wealthy shipbuilder, will in all probability have stock in the new company. C. M. Sanger is not likely to be in the reorganization.

The career of the Sercombe-Bolte company has been shortlived. It was organized about two years ago with P. H. Sercombe and F. H. Bolte at the head of it. The company's wheel became advertised through W. C. Sanger, who rode it in all his races. On August 26, last, two stockholders applied to the circuit court for the appointment of a receiver. The petition was granted. P. H. Sercombe tried to reorganize the company but failed. On November 16, Judge Johnson ordered the stock to be sold. John S. George and W. H. Wolf are among the heaviest creditors and hold a judgment note for \$21,000 against the defunct company. The liabilities of the company are \$80,000 while the assets are less than \$20,000.

### The Stearns Bicycle Stand.



We illustrate a bicycle stand which meets all the requirements of such an article, and is at the same time neat and ornamental. It is made by E. C. Stearns & Co. This stand is adjustable to wheels from twenty-six to thirty inches in size, and holds the machine securely by either front or rear wheel. It is made entirely of iron in three pieces, bolted together with a single bolt, and is readily knocked down for shipment. It will receive any size tire, and for home use sets loosely on the floor, while when used in cycle stores the cross-bars may be removed and the base screwed securely to the floor. Weight, seven and one-half pounds.

### Trade News from Kansas City.

KANSAS CITY, Mo., Dec. 26.—C. G. Field, of the Sterling Cycle Works, is in the city and has placed the agency for his wheel with the Avery Planter Co., with exclusive rights for the state of Kansas and the western half of Missouri. This company will probably handle another high-grade machine and a medium-grade line, but definite arrangements have not as yet been made.

Kingman & Co. will do a wholesale and retail business in 1894, and will retain the King of Scorchers, a machine which has had a large sale during the past season. The new K. O. S. will have a thirty-inch front wheel, block chain, barrel crank-hanger, and other minor changes, and will weigh twenty-five to twenty-seven pounds, according to the tire. The Yost wheel, listing at \$100, ladies' and juvenile machines of same make, and the Featherstone medium grades will also be carried.

Stutz & Walker will handle only the product of the Avery Cycle Mfg. Co. in 1894, a concern with which they are closely associated.

*See our special full-page announcement elsewhere in this number. You can't afford to miss it.*

# FAIRBANKS'



## BUILT-UP WOOD RIMS

(PATENTED)

Are not only the original wood rims but also the only ones that have been uniformly **successful and satisfactory**. We are now prepared to supply manufacturers with any quantity desired at extremely low prices, and invite correspondence regarding same. We would be pleased to send samples to any manufacturer who contemplates fitting his **high-grade wheels with high-grade rims**.

IMITATIONS ARE ALWAYS INFERIOR TO THE ORIGINAL.

**FAIRBANKS WOOD RIM CO.,** 21 Park Row, New York City.  
Room 34.

NOTE: Our rims are guaranteed in every particular.

MENTION THE BEARINGS

## A New Combination Sprocket-Wheel.

W. H. Bright, of Morrow, Ohio, has turned out a really good thing in sprocket-wheels, by which the gear can be changed without dismounting. The invention consists of the sprocket-wheel proper (Fig. 3) on which are mounted two planetary gears, a central spur wheel (in the center of the cut not numbered) that works on the pedal shaft, which is double feathered, and which forms a part of the gear and the clutch, and a circular plate (Fig. 4) with an overhanging flange having internal gearing, and which is stationary, being fastened firmly to the frame around the pedal shaft (as shown in figure 2). When the central spur gear or pinion (not numbered), which moves longitudinally upon the double feathered pedal shaft, is thrown outward by

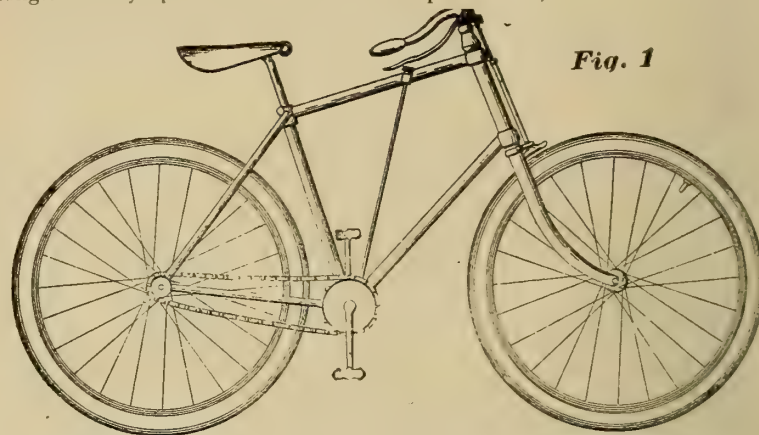


Fig. 1

Fig. 6



Fig. 2

Fig. 3

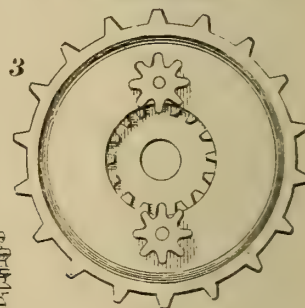


Fig. 5

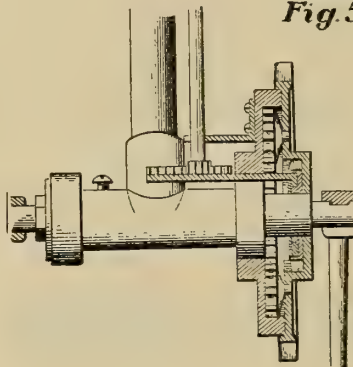
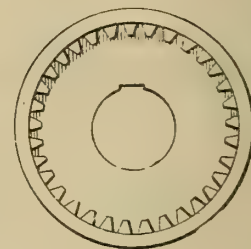


Fig. 4



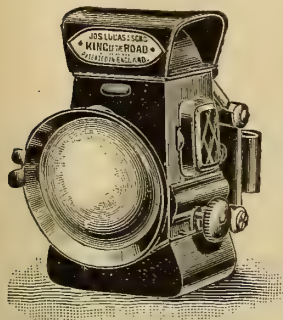
the turning of the little rod, the upper end of which is in reach of the rider, it meshes with the internal gear shown in the sprocket or disk (Fig. 3), thus carrying the sprocket proper with it and causing it to revolve with the shaft. When the central spur wheel or pinion is moved inward to a central position it runs clear of the internal gear of the sprocket proper and of the planetary gear, thus allowing the sprocket to turn loosely on the pedal shaft, when the rider can coast without removing his feet from the pedals. When the central spur gear or pinion is thrown to its farthest inward limit it meshes with the planetary gear and through them with the internal geared flange of the permanent disk (Fig. 4) thus carrying the sprocket proper with it at the rate of one revolution to three, i. e., the pedal-shaft makes three revolutions while the sprocket makes one, giving the rider three times the power he has when the wheel is in gear for speed.

E. C. Stearns & Co. report filling a large number of orders for Christmas gifts. Bringing out new patterns early tends to stimulate this class of trade, and this enterprising firm have taken advantage of the fact.



#### Lucas' '94 Lamps.

One of the best lines of lamps ever imported into this country from England is that made by the famous Lucas company. They have the reputation for turning out the lightest and best in the old country, and the samples of their '94 lamps, which have just arrived, do not belie this reputation. One of the most striking features of the King of the Road is that it locks on the lamp-bracket, preventing any light-fingered gentleman from making way with it. The New Departure Bell Co. are the sole representatives in the United States, and John H. Graham & Co., of New York, are general agents for the lamp.



Singer & Co. have their full line of 1894 goods in hand, and will exhibit them at the New York show (Stands 19, 20, and 21), and at the Philadelphia show (Stands 20 and 33). This house will make no cut in prices, stating that they have never charged more than their goods were worth, and they do not now propose to offer anything inferior to their previous output.

*See our special full-page announcement elsewhere in this number. You can't afford to miss it.*

#### Taylor Will Manage Eclipse Agencies.

Arthur A. Taylor, late head of the defunct Taylor Cycle Co., of Chicago, goes with the Eclipse Bicycle Co. January 1 and will have charge of their agencies, with headquarters at Beaver Falls, Pa. Mr. Taylor has had years of experience in the bicycle business and is a valuable man for any house. The Eclipse company will have no cause to regret this addition to their staff.

Mr. Taylor, besides having charge of the agencies, will take part of the work off the shoulders of President Fulton, who has been overworked for the last year or so. The Eclipse will be brought to the front the coming year, and particular attention will be paid to making it one of the best wheels on the market. The factory at Beaver Dam, Pa., is the fourth largest cycle factory in the United States, and almost an unlimited number of wheels can be turned out. The manufacture of the Rex, a wheel that gained quite a reputation as a fine roadster last year, will be discontinued, so that the Eclipse may be brought to the fore, where it belongs.

#### Meintjes in the Trade.

John Palmer, who saw Meintjes later than any of the other Americans, says that there is no danger of the great man's coming over to this country in '94, as he is now agent for all of Southern Africa for the Whitworth safeties and Palmer tires, and a married man as well. He may make another visit to this country though before his racing days are over. An application for records for the three, four, and five miles was sent around within the past month, and is now in the hands of the Racing Board.

#### Good Demand for M. & W. Tires.

William Herrick reached Chicago last Saturday and will remain until he leaves for the New York show. Herrick has had a very successful trip and the Morgan & Wright factory is now supplied with orders for a good season's output. Mr. Williams, representing the firm, is meeting with success in the Canadian territory. So great has the business of this firm grown that one of the most valuable office men, Mr. Paul Belding, has been established in an office by himself on the second floor of the old factory and now has the repair business organized to a nicety. In the future there will be no trouble on this score, all orders being attended to at once. The new factory is nearing completion very fast and will soon be in operation. It is located within two blocks of the present one at the corner of May street and Carroll avenue.

#### Our Prices Will Bar English Wheels.

Commenting upon the prices of American wheels for 1894, the *Scottish Cyclist* says that the reduction of the prices of several of our leading wheels to \$125 will make it all the more difficult for English makers to retain a footing in this country, unless the proposed reduction under the new tariff bill be accepted.

#### E. C. Stearns & Co. Are Ready.

W. A. Redding, one of the judges for E. C. Stearns & Co., in the proposed Lu-mi-num-Stearns test, is authority for the statement that his clients are not the ones who are delaying the test. As explained in *THE BEARINGS*, he is waiting for the St. Louis firm to agree to the appointment of a man who understands the bicycle and who is also a scientific man, as the fifth judge. He has named Colonel Burdett as a suitable person, but the other side have not yet agreed to accept him.

#### A Novel Advertisement.

A. U. Betts & Co., makers of the famous Red Cross sundries, employ no traveling men, but rely upon Uncle Sam to keep their agents posted. They have just sent out a huge postal-card, cut in the form of a shipping tag, informing the trade of the many good things they make.

# TRIBUNE · CYCLES · FOR · 1894

**T**HIS Cut represents the Tribune Model A, weight as shown 28 pounds; and while this illustration may give some idea of the design and general appearance, it cannot suggest the beautiful finish in detail of the original.

Tribune Model B is built for a light-weight, thoroughly-reliable road wheel at 24 pounds, fitted with wood or aluminum rims, road racing tire, rat-trap pedals, and special handle-bars.

Tribune Model C is our deep-frame full roadster, having the frame carried 2½ inches higher than the model A, making the upper brace tube horizontal, and is suited for riders of above the average height.

Tribune Model D, the Track Racer, is built with the same depth frame as the Model C, and with the weight carried below 20 pounds, makes a light wheel as is consistent with the strength requisite for the work, and for speed will not be found inferior to any.

**The Vigilant Tribune.**—It is with pardonable pride that we call attention to this machine, which was built to supply the popular demand for a perfectly reliable, high-grade mount for a medium price. The weight of this wheel is under 32 pounds, and the price of \$100.00 is as low as is consistent with the high-class of finish and material that is used in its construction.



Our styles are the latest, workmanship the best, and our wheels the most advanced in construction and ingenuity.  
ADVANCE CATALOGUE ON APPLICATION.

## THE BLACK MFG. CO., Erie, Pa.

NEW YORK CYCLE SHOW STANDS Nos. 58 and 59.

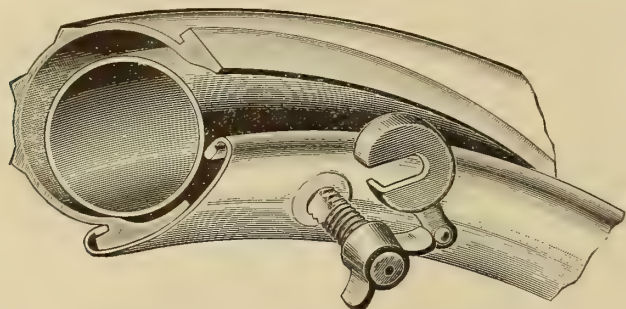
Full line of samples at Cleveland Office under Mr. G. A. BOYER, No. 401 Cuyahoga Building, Cleveland O.

MENTION THE BEARINGS.



### The '94 G. & J. Tire.

Herewith we present an illustration of the celebrated G. & J. tire that has created such a stir in the cycling world by commending itself to the Pope Mfg. Co. and some other large makers. While the principle that has always characterized the G. & J. tire remains the same, we note some modifications for 1894. The most important improvement, and the one which will commend itself most strongly to the riding public, is the absolute ease with which it may be removed from the rim and replaced. After deflation it is only necessary to press sidewise upon the cover, releasing the flange



from the rim, and the inner tube is exposed. The cover may be returned to its place with equal facility. In this regard the G. & J. tire is without doubt one of the most remarkable of tires. Another step in advance is the discovery of a new lining fabric which by actual tests is said to have proved itself five times more durable than any yet tried. The secret lies in the fiber from which the fabric is made and the method of weaving. The fabric is the famous Sea Island cotton, the finest and most expensive known. The valve stem is held in position by a new latch device, which reinforces the rim, and is easily moved aside when desired. It will be observed that the corrugations are decidedly modified for the better. The valve this year is straight instead of curved.

### 'Frisco Trade Notes.

SAN FRANCISCO, CAL., Dec. 24.—Warman & Schub have opened stores in this city and Oakland, and promise to make some of the other dealers "hustle." Their San Francisco store is a few doors above that of Thos. H. B. Varney, the Rambler agent. They are selling several makes of high-grade wheels at prices that have never before been offered in this city.

The demand for next season's mount will be very great. Light wheels will have the preference if agents will stand by their guarantee. The

following well-known wheels are represented in this city: Ramblers, Victors, Columbias, Clevelands, Phoenixes, Unions, Wintons, Swifts, the Rudge, Humbers, New Mail, and the Lovell Diamond. Dame Rumor has it that agencies will be established for the Raleigh and Eagle-Altair.

### New York Trade Notes.

NEW YORK, Dec. 23.—Harry H. Thomson, the American representative of the New Howe, leaves in a few days for Toronto, Canada, where he expects to arrange with their present agents, H. P. Davies & Co., for 1894. He then goes to Chicago, where he hopes to arrange for the handling of the New Howe through the west.

L. B. Whympier, of the Crawford Mfg. Co., Hagerstown, Md., is in town looking for a suitable place to locate the New York office. Mr. Whympier will make his headquarters here after the first of the year.

Mr. Marks Harris, secretary and treasurer of the Harris Mfg. Co., of Buffalo, called at THE BEARINGS office and reports the wrench business booming. He is here to purchase machinery, as orders are coming in so briskly that the company wish to be prepared to meet all demands and feel that they must increase their plant.

The Fairbanks Wood Rim Co. have opened their new factory at Boston. Here they have 5,000 square feet of floor room, the very best of machinery, and with their old plant feel that the company are now in a position to fill all orders with promptness. They make a specialty of such rims as are used for the Dunlop and Michelin tires.

### The Western Union.

The Stokes Mfg. Co. received a sample of the Western Union last Wednesday, and Mr. Stokes was well pleased with it. The machine was built for them by the Union Cycle Mfg. Co., and the Stokes company expect to sell about 2,000 of them this year. The sample received is certainly a handsome wheel. While it has a wheel base of forty-four inches, yet it is so compactly built that it looks much smaller. The tread is exactly six inches and the braces are remarkably strong. The regular Union pedals and Morgan & Wright tires are fitted to the sample. Mr. H. C. Tillotson will start on the road with the sample the latter part of this week.

### Lehr will Sell Raleighs.

August Lehr, champion of Germany, has gone into the cycle business and taken the sole agency for Germany for the Raleigh. He will sell no other make of machine, and will, of course, in future ride the Raleigh, with which he was very much struck when in France this year. Lehr, it will be remembered, was the champion of Germany whom Zimmerman defeated in 1891, and was the subject of the very clever cartoons published in *Radfahr Humor*.

# AGENTS      JOBBERS      DEALERS



Call at Space No. 52 New York Cycle Show,  
Jan. 8th to 13th, and look at our line of wheels  
for 1894. We shall be pleased to see you and  
have you look at them, whether you buy or not.



# ROYAL CYCLE WORKS, MARSHALL, MICH.

MENTION THE BEARINGS





# Death...

to the

# Tire Trust

Wink Your other Eye at Them.

## WHY?

Because their object is absurd.

Are riders willing to pay unreasonable prices for a toggle-jointed, lump-jawed tire, to which has been added a royalty for the inventor, an additional royalty for the company or companies controlling it, and a royalty again for the parties licensed to make them? To be quite clear, we would say that when you buy your machine with such a tire you will have paid your first tribute to the combination, consisting of three royalties. Should your wheel last next year, you would, in all probabilities, buy a second set of tires. Then you will have paid for three more royalties, and the succeeding, or third, year three more royalties, making a total of nine royalties for tires used on a single machine.

Now, a word about Eastern Rubber Manufacturing Company's Cyclone mechanically-fastened Clincher tire.

This tire has been patented and is controlled entirely by the Eastern Rubber Manufacturing Company, of Trenton, N. J. It is, beyond doubt, the best tire of its class on the market. The prices are as low as is consistent with good business management. The guarantee is first-class, and you pay no royalty or combination of royalties. They fit on copper rimmers, steel rimmers, and other rimmers.

Of course, you know all about our Climax and Rex Road Pneumatic Tires, and our pure Para Air Tube. If you don't, just inquire from the boys on the street, and you will consider yourself behind the times.

## HOW TO GET RID OF RATS.

Get a satin-lined, well-padded mahogany box, and use it as a rodent reception room. Introduce chemically pure cheese (a luxury to rats), mingle with it pieces of adulterated air tubes and tires made by certain manufacturers. The rats will inspect, smell, sicken, and take leave.

**CAUTION.**—This is just what manufacturers and riders of bicycles who have bought inferior tires are doing. You can not get rid of a rat pneumatic tire so easily. Therefore, do not buy them. Get the best, manufactured only by the

# Eastern : Rubber : Mfg. : Co.

OF TRENTON, N. J.

P. S.—Our brands are Climax, Gem, Rex Road, Rex Racing Tire, and Cyclone.

MENTION THE BEARINGS.

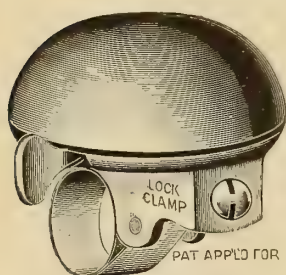


### "Eagle" Agencies for '94.

The Eagle Bicycle Mfg. Co. write that up to the present time they have made arrangements with the following people to represent them in the several sections occupied by them: The Woodrough & Hanchett Co., Chicago, for northern Illinois and Indiana, Iowa, Michigan, Wisconsin, and Minnesota; Simmons Hardware Co., St. Louis, for Ohio, southern Illinois and Indiana, West Virginia, Tennessee, a portion of the southern states, and also from Missouri to the coast, including Oregon; the Tufts-Lyon Arms Co., Los Angeles, for California south of Fresno; Henry Keidel & Co., Baltimore, for Maryland, District of Columbia, Virginia, North and South Carolina, and a part of the state of Georgia; E. K. Tryon, Jr., & Co., Philadelphia, for eastern Pennsylvania, state of New Jersey, and Delaware; James W. Grove, Pittsburg, for western Pennsylvania; Walbridge & Co., Buffalo, for western New York state; Shoverling, Daly & Gales, New York City, for eastern New York state, western Connecticut and Massachusetts, and the state of Vermont; Dame, Stoddard & Kendall, Boston, for eastern New England; the Lowery Hardware Co., Atlanta, for Atlanta, and a portion of the state of Georgia. They are now shipping '94 goods into all these sections, and the outlook for business is very bright.

### New Departure Bells.

The New Departure Bell Co., of Bristol, Conn., have something unique in the way of bells for the coming season. Their "C" rotary bicycle bell weighs but four ounces and is the lightest bell ever produced giving electrical results. The clamp has been improved and is now adjustable to any size handle-bar. One good thing about this clamp is that it will not mar the handle-bar. John H. Graham & Co., 113 Chambers street, New York, are general agents for the bell.



### He Sells Pedals, Etc.

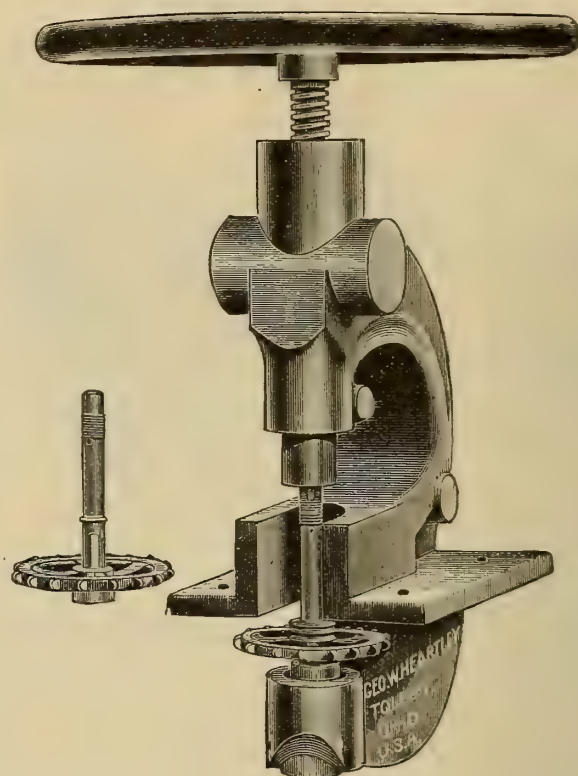
A. G. Crosby has been appointed western agent for the Spaulding Machine Screw Co., of Buffalo. He was in Chicago this week preparing to start on a trip through Indiana and Michigan with a fine line of pedals, wrenches, and other cycle fittings.

### Light Palmer Racing Tires.

John F. Palmer spent a part of last week at the Goodrich Rubber Works, and as a result of his visit is now showing a pair of the lightest tires ever turned out. They weigh just twenty-four ounces to the pair. Mr. Palmer is confident that these tires will stand track use.

### The Heartley Press.

The Heartley Machine, Variety Iron & Tool Works, of Toledo, made a success the past season with their sprocket-wheel and ball-race press. Its practicability is clearly apparent and many of the leading manufacturers



use it. By this method a sprocket-wheel can be placed on a pedal shaft tighter than by any other method. The Heartley company have just turned out one of the most perfect spoke headers and benders yet seen. They also make a rim-former rolling and welding machine that is bound to be in great demand. By using it the rim is rolled and formed at the same time and also welded. The Heartley company also make several other machines that are used by cycle makers.

# A Wheel with a Silver Lining.

Aluminum Rims.

G. & J. Tires.

# The Eagle

M. & W. Tires.

Palmer Tires.

# The Eagle Bicycle Mfg. Co.

Torrington, Conn.



### Recording Instrument Co.

Two cyclometers will be placed on the market next year by the Recording Instrument Co., of Boston, Mass. Five dollars will buy the Novelty, a 100-mile-and-repeat instrument, while for \$6.50 you can buy the Shedd's, which registers 1,000 miles. These cyclometers weigh less than five ounces each and can be read from the saddle. Their accuracy has been tested time and again and not been found wanting.

THE BEARINGS will be pleased to review all catalogues sent in.

The capital stock of the Stover Mfg. Co. has been increased from \$100,000 to \$250,000.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.

The Andrae Cycle Co., of Milwaukee, have been given southern Wisconsin and Minnesota for the Crawford.

Morgan & Wright have six patents covering their tire. They announce that they will prosecute any one infringing on these.

"This machine," said the agent, "has para rubber tires."

"Well, certainly, every machine is supposed to have a pair o' rubber tires," replied his customer. "What are you giving me?"

Arthur Lumsden arrived in Chicago on Monday. Lumsden will travel in Illinois, Indiana, and a portion of Kentucky. M. L. Bridgman, the king pin of the Pope forces, will travel to the cities of Louisville and Indianapolis in the above territory.

A shooting star was seen at Wilmington, N.C., the other night. It burst, leaving a trail of fire behind. One astronomer swears that he saw the letters "W. W. W." clearly outlined. The Western Wheel Works are of the opinion that this mysterious symbol referred to them.

Jake Bretz, of the Bretz & Curtis Mfg. Co., had a narrow escape from death last week. While trying to board a train at his suburban home at Westville, N. J., his foot slipped and he fell under the train. With rare presence of mind he whirled himself to one side and the train whizzed by.

Last summer it was rumored that the McCune Cycle Co. intended to organize a racing team for next season, but recent reports are that Mr. McCune declares that the makers' amateurs of the past season were his ruin. This is strange as last summer Mr. McCune asked one of the prominent trainers of the east to hold himself in readiness to take charge of a racing team for the McCune company in '94. At least this was the report of the trainer and others.

# The Hartford Safeties

FOR 1894

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

**The Hartford Cycle Co.**

HARTFORD, CONN.

MENTION THE BEARINGS

# The Temple Special...

**LIGHTEST ROAD WHEEL IN THE WORLD.**

Racing Wheels, 17 pounds.

Road Wheels, 25 pounds.

Road Racers, 21 and 23 pounds.

IF YOU WANT TO BUY RIGHT, WRITE.



H.-T. SCORCHER.

H. & T. Saddles and Pedals are the best.  
U. S. Agents for M. & W. Pneumatic Tires and Fairbanks' Wood Rims.

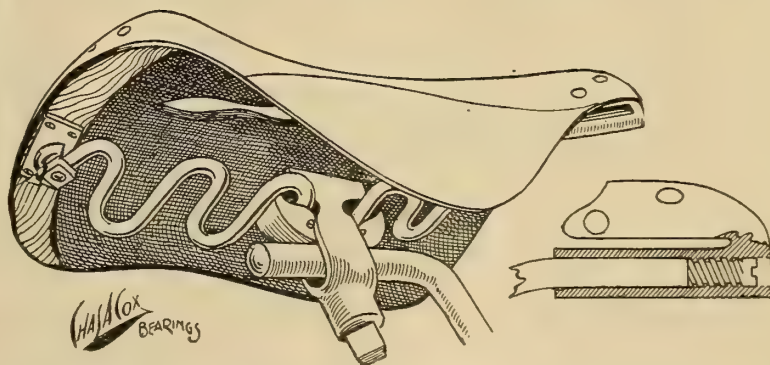
## RALPH TEMPLE CYCLE WORKS

MANUFACTURERS,

Office and Showroom: 158 22d Street: CHICAGO.

MENTION THE BEARINGS

## DEVORE'S SADDLES.



Something Entirely New in the Saddle Line.

The spiral spring allows a universal yielding strain, and is the easiest riding saddle on the market.

The clamping arrangement allows the saddle to be tightened or loosened, and is formed by a round socket internally screw-threaded, in which is placed a small screw by which the forward end of the spring may be crowded backward or relaxed.

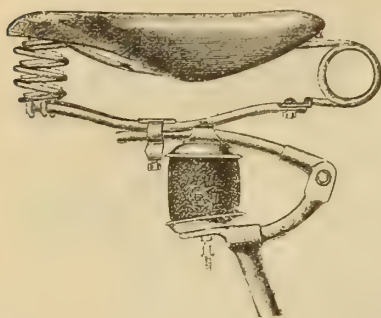
**L. M. DEVORE & CO.**

FREEPORT, ILL.

Mention The Bearings



### A German Saddle.



German Saddle.

The pneumatic saddle craze has reached Germany, and the inventors of the Faderland are working their brains to get up something superior to English and French saddles. The latest has a hinged seat-post with a spring inclosed in a rubber case, as is shown in the accompanying cut.

### Indiana Company Buy a Sign.

The immense plant of the Indiana Bicycle Co., at Indianapolis, has stood all these years without a sign of any description, so that to a passer-by, or a newspaper man looking for an advertising contract, there was absolutely nothing to indicate whether or not this great building was the home of the Indiana Bicycle Co. or some immense warehouse. Now, however, this is all to be changed, and a great sign 100 feet long by 12 feet deep will announce to an inquiring public that herein are Waverleys built.

*See our special full-page announcement elsewhere in this number. You can't afford to miss it.*

Messrs. Joh. Puch & Co., of Graz, Austria, have been given entire control of the sale of the G. & J. pneumatic tire in Austria and Germany. This is the concern that placed an order for three thousand G. & J. tires at the late National show at London.

The 250-horse power engine made by Lane and Bodley, of Cincinnati, Ohio, which was used in running the electric-light plant at the World's Fair, has been purchased by the Gormully & Jeffery Mfg. Co., to be used in their new eight-story factory, now in course of construction.

The Eastern Rubber Mfg. Co., of Trenton, N. J., are pushing their mechanically fastened tire to the fore. It is of the clincher pattern, and they say is a vast improvement on other tires of this style. These people are enterprising and fully up to the times. It is seldom that a manufacturing concern springs to the top of the ladder as these people have done.

The American Ormonde Cycle Co. write: "We beg to notify your readers and the trade that hereafter our only address will be 10 Barclay street, New York, a few doors from Broadway. We have decided to combine our wholesale and retail trade at the one address, and will move our retail business to the above address on the 1st of January."

John P. Walters returned from a trip in Wisconsin, upper Michigan, and Minnesota for the Christmas holidays and reports splendid trade in that region. He placed a number of agencies and took orders, in one case, for thirty-five wheels. He left on Tuesday for points in Illinois and will finish the present trip in time to go to the show at New York. Walters says that the outlook for trade in the northern country is first class.

One thousand sets of Palmer tires have been ordered by the Remington company. The Palmer tire is catching on, and the orders of recent date are more than satisfactory. The new mode of repair is a constant source of wonder to the Chicago men who have seen it tried. This last week Mr. Palmer has been experimenting with a plug which is a full half-inch in diameter, and has succeeded in repairing every puncture of a size that would knock out almost any other make of tire. This mode of repair is applicable to no other tire. The Palmer with its thread principle will grasp anything inserted into its surface with a death grip, and all the hammering in the world will not loosen it.

Among those who have made strides to the front in the cycle trade is Ralph Temple. For three years one of the fastest riders in the world, he bids fair to equal his record in business. Ralph Temple is a prominent figure as a director and stockholder of the Marion Cycle Co. and has much to do with the success of his company. Temple's latest venture is the manufacture of light wheels, the Temple Special being a magnificent example of what can be turned out of wood, steel, and rubber. Temple is a very large jobber of bicycles and parts; strict attention to business and extreme promptness in all his dealings, whether financial or other matters, are largely instrumental in his success.

### Superior Train Service to Pittsburgh.

The Baltimore & Ohio Railroad offers the public the most convenient train service between Chicago and Pittsburgh. The route is via Akron, Ravenna, Warren, and Youngstown, Ohio. Two solid trains are run every day, both carrying day coaches and new vestibuled sleeping cars through without change.

The Pittsburgh express leaves Chicago at 3:00 P. M., and arrives Pittsburgh the next morning at 7:05. The vestibule limited leaves Chicago at 7:30 P. M. and arrives at Pittsburgh the next morning at 11:10. The vestibule limited also carries a Pullman sleeper to Cleveland, via Akron, arriving at Cleveland at 8:00 A. M.

All B. & O. trains depart from the Grand Central Passenger Station, corner Fifth Avenue and Harrison street, Chicago, the finest and most commodious station in America.

CHAS. O. SCULL,  
General Passenger Agent, B. & O. R. R.

## MANUFACTURERS!

Wait and see the...

## MERCURY SADDLE

BY FAR THE HANDSOMEST AND BEST.

Special prices on Tubing of following brands:

MANNESMAN. WELDLESS. PERFECTA. METTALIC. PARAGON.

PEDALS, FORKSIDES, ETC.

## THE RALEIGH CYCLE CO.

MENTION THE BEARINGS

2081-2083 SEVENTH AVE., NEW YORK.

## '94 FENTONS

MERIT YOUR  
CONSIDERATION.

THEY STAND UNEXCELLED IN

Beauty of Design.  
Superior Workmanship.  
Skill in Construction.

CORRESPONDENCE WITH DEALERS SOLICITED.

NATIONAL CYCLE EXHIBIT,  
Space 95,  
Madison Square Garden,  
New York City.



## FENTON METALLIC MFG. CO.

JAMESTOWN, N. Y.

MENTION THE BEARINGS



**New Process for Making Tubing.**

An entirely new process is used by the Anglo-American Iron & Metal Co. in making their diamond brand of tubing. The tubing is drawn from the solid ingot, and as the process of manufacture is slow and gradual, all tendency to fracture and honeycomb is avoided. The immense pressure brought to bear on the metal contributes to condense the fibers, and the result is a product at once tough and perfectly smooth in finish, both outside and inside. The steel is identically the same as enters into the manufacture of projectiles for the Government, being specially made and selected; is a low carbon product, and all tendency to brittleness is avoided. Chemical analyses of the steel used show a very low percentage of sulphur, copper, and phosphorus, which properties are very detrimental to the quality of tubing. Recent tests prove the high tensile strength of this tubing, the strain registering on an average 75,000 pounds to the square inch with a sufficient factor of elongation.

**HEARTLEY MACHINE, VARIETY IRON AND TOOL WORKS.**

GEO. W. HEARTLEY, TOLEDO, OHIO.

**Manufacturer of Cycle-Making Machinery and Tools.**

Special patented Machinery and Tools for the manufacture of Bicycle and Metal Wheels Punches, Presses and Dies, and Drop-Forging Dies, etc.; the New Ideal Self-Oiling Adjustable Punch Chuck; Famous Roller Power Welding and Forming Machine, for welding tires on all irregular-shaped work—forms mud-guards and drawing brace ends, etc.; Rim Roller and Truing Machines; Rim Sizing and Truing Tables; Rim Punches, specially for punching rims; Press to force Sprocket Wheel on pedal crank shaft, and pressing in ball racer cups; Special Spoke Heading and Threading Machine; Wheel Vices and Special Tools; Beaver Valley Gas Furnace for heating to weld and braze, etc. Mention The Bearings.

*Rational Racing men, Running Races,  
Retain Records, Reputation, and Remuneration  
by Riding "The Relay." The Rapid Relay Runs over  
Rough Roads Resiliently. The Relay Rarely Requires Repairs.  
Refined Rich Riders Regularly Recreate Riding 'Round on the Relay.*

MENTION THE BEARINGS

Manufacturers,  
**THE RELAY MFG. CO.,**  
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*The Following Firms have taken the Spaces set opposite their Names:*

- 8 A. G. Spalding & Bro.
- 9 Overman Wheel Co.
- 10 Do.
- 11 A. G. Spalding & Bro.
- 12 W. H. Hart
- 13 Rich & Sager Co.
- 14 Boston Woven Hose & Rubber Co.
- 15 Singer & Co.
- 16 Hart Cycle Co.
- 17 Hartford Cycle Co.
- 18 Pope Mfg. Co.
- 19 Demorest Mfg. Co.
- 20 R. C. Gates Cycle Co.
- 21 Do.
- 22 W. H. Wilhelm & Co.
- 23 Pope Mfg. Co.
- 24 Hickory Wheel Co.
- 25 Hart Cycle Co.
- 26 League Cycle Co.
- 27 Singer & Co.
- 28 Raleigh Cycle Co., represented by John T. Bailey & Co.
- 29 Union Cycle Mfg. Co.
- 30 Do.
- 31 Eagle Bicycle Mfg. Co.
- 32 Do.
- 33 E. K. Tryon & Co.
- 34 Norman Wheel Co.
- 35 Curtis-Child Mfg. Co., Philadelphia
- 36 Drop Forge Co.
- 37 H. A. Lozier & Co.
- 38 Do.
- 39 Warwick Cycle Co., represented by Pennsylvania Bicycle Co.
- 40 Quinton Cycle Co.
- 41 Eastern Rubber Co.
- 42 J. P. Lovell Arms Co.
- 43 Do.

- 49 Cleveland Machine Screw Co.
- 50 Union Cycle Mfg. Co.
- 51 Werner Cycle Depot, representing Marble Cycle Mfg. Co.

- 53 Buffalo Wheel Co.
- 57 Relay Mfg. Co.
- 58 E. C. Stearns & Co.
- 59 Gormully & Jeffery Mfg. Co.

- 60 Do.
- 61 E. C. Stearns & Co.
- 62 I. A. Weston & Co.
- 63 E. & P. Gleason, represented by J. H. Gibson.
- 64 Jno. S. Leng's Son & Co.
- 65 Do.
- 66 American Athlete.
- 67 Richards & White.
- 68 New York Belting & Packing Co.
- 69 Elwood Ivins Tube Co.
- 70 Bredder Cycle Co., represented by H. A. Small.
- 71 Providence Tire Co.
- 72 Buffalo Tricycle Co.
- 73 C. S. Smith & Co.
- 74 Light Cycle Co.
- 75 Gormully & Jeffery Mfg. Co.
- 76 Do.
- 77 Do.
- 78 Do.
- 79 Do.
- 80 Overman Wheel Co.
- 81 Do.
- 82 Do.
- 83 Do.
- 84 Do.
- 85 Wm. Trafford.
- 86 Newton Rubber Co.
- 87 Hilliard Cyclometer Co.
- 88 Codman & Shurtleff.
- 89 P. J. Berlo.
- 90 Columbia Rubber Works Co.
- 91 Wm. Read & Sons.
- 92 Cycle Guide.
- 93 Morgan & Wright.
- 94 Wilcox & Howe Co.
- 95 Kenebunk Mfg. Co.
- 96 Simon. C. Levy.

**Fourth National Cycle Show**

First Regiment Armory, Broad and Callowhill Streets, Philadelphia.

January 29 to February 3 inclusive, 1894.

**Exhibition of Cycles and Cycling Accessories.**

Very few spaces are open; firms desiring to exhibit must apply immediately.

Special attention is called to the section reserved for the exhibition of Specialties, Accessories, New Inventions, and small articles not requiring an attendant, which will be arranged and cared for by the Committee. A charge of \$5.00 to \$10.00 will be made according to the amount of space occupied.

The Show will be of special value to Agents, as every leading maker will be represented.

**THOS. HARE, Chairman of Committee,**

MENTION THE BEARINGS

104 South Fifth St., Philadelphia, Pa.



# A. F. SHAPLEIGH HARDWARE CO.

Established in St. Louis 51 years ago.

We wish to announce that after conducting the hardware business for 48 years without handling bicycles, we have concluded to add them to our line, after touching them lightly last year with satisfactory results. We have now perfected arrangements with the Syracuse Cycle Co. to handle Syracuse bicycles, and have been appointed their agents for the south and west, and are prepared to fill orders from our store promptly at manufacturers' prices.

## Look out for the Syracuse for '94

They are hummers, and their crimson rims will always be with the leaders. Syracuse bicycles will list at

**\$150.00 \$135.00 \$125.00 \$100.00**

and are all beauties. Weights from 24 to 32 pounds.

**STRICTLY HIGH GRADE.**



SYRACUSE PACER, \$150. 24 pounds. Crimson rims, wood or steel.

## OUR LINE OF MEDIUM GRADE,

manufactured by another firm, are second to none, and are money makers for those who handle them:

The "Templar" 30-inch front, 28-inch rear; corrugated rims; full ball bearings all over; dust-proof pedals; weight all on, 39 pounds, **\$70.00.**

The "Atlanta" 28-inch combination; corrugated rims; full ball bearings all over; dust-proof pedals; weight all on, 41 pounds, **\$70.00.**

The "Red Cloud" 28-inch corrugated rims; dust-proof ball bearings to wheels, crank axles, pedals and steering head; weight all on, 36 pounds, **\$45.00.**

The "White Wings" 26-inch combination; corrugated rims; dust-proof ball bearings to wheels, crank axles, pedals, and steering head; weight all on, 36 pounds, **\$45.00.**

The above wheels are all fitted with genuine Morgan & Wright pneumatic tires, and will be sure sellers this year.

Catalogue ready January 1. Send for it.

## A. F. Shapleigh Hardware Co.

ST. LOUIS, MO. \_\_\_\_\_

Mention The Bearings

## Queen City for 1894

**GEO. N. PIERCE & CO.,**

MANUFACTURERS,

\_\_\_\_\_ **BUFFALO, N. Y.**



New 1894 Pattern "QUEEN CITY," Weight 32 Lbs.

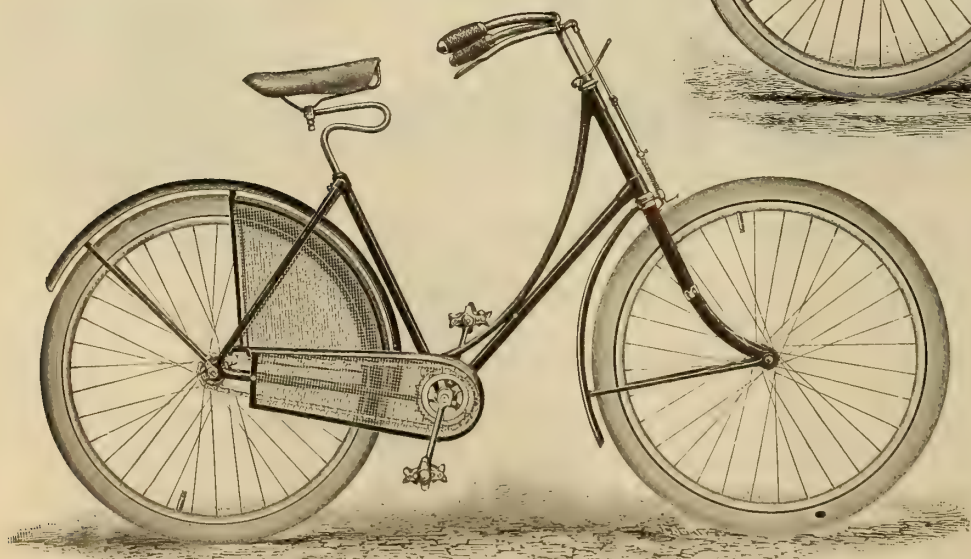
### THESE ARE OUR LIST PRICES:

|                             |   |          |
|-----------------------------|---|----------|
| 28-inch "Diamond" frame     | - | \$100 00 |
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| 26-inch "Combination" frame | - | 65 00    |
| 24-inch "Diamond" frame     | - | 55 00    |
| 24-inch "Combination" frame | - | 55 00    |

ALL FULL BALL BEARINGS AND PNEUMATIC TIRES.

We are now ready to make prices and give agencies for 1894.

MENTION THE BEARINGS



New 1894 Ladies' "QUEEN CITY," Weight 38 Lbs.



# THE BEARINGS

Vol VIII  
No 23

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JAN. 5, 1893.

## GEROULD FOR THE NEGRO.

Illinois' Chief Consul Still Thinks that the Colored Man Should be Admitted to the League and Will Fight for His Opinion.

"And so they said I would never be president of the League of American Wheelmen because I opposed the insertion of the word 'white' in the constitution," said ex-Chief Consul F. W. Gerould in a decidedly amused way when informed that that was just what they were saying in the south where THE BEARINGS' correspondent had just come from. "Well, that makes very little difference anyway, as I would under no conditions run for this office, and that was understood by all. I was acting from principle when I worked so successfully against this issue in the last meeting of the assembly, and I shall continue to work on these lines until knocked out; and I don't think that is likely to happen either. It's very funny that the issue should have laid dormant for so many years and then have come up in so strong a fashion. Why, they are making a mountain out of a mole-hill, and the barring of the negro from membership is unamerican, and should never be at all. You say you saw numerous negro riders in the south; well, and what of that, for how many of these do you suppose would join the League if they could?"

The writer had previously spoken of the fact that the Alabama division had barred the negro by the insertion of the word white in the constitution of the division. To this Mr. Gerould assented, and seemed to think it is the proper thing for divisions to do that would not hear of the admission of the negro.

"And if they are so almighty powerful in the south what are they going to do about the candidacy of the present candidates, one of whom is for and the other against the admission of the colored brother. You say that there were many who voted against their principles in the last assembly, and this time will refuse to vote other than as they believe in this instance. True enough, but I can recall many a case where men voted against their principles in casting their vote for the insertion of the word 'white,' and one of these was the Ohio division, which went against the principles of a large number of the delegation."

Mr. Gerould was told of the recent Tennessee division election when but six votes were cast in a membership of 150, and all laid to the negro question.

"Well, if the southerners want to make this question such a momentous one, and by their opposition hinder the work of the League in so material a way, then the question should be brought up again and given a thorough airing. I wonder who will spring the trap. It will certainly not be myself. I think that you will find that if the negro question had been left in obscurity there would never have been any trouble, but now I regret to see the unamericanism of our people in fighting to down those whom we fought to raise from the depths a few years ago." Mr. Gerould was told of the class of the colored men in the south and the difference between the southern and the northern negroes. "True enough," he said, "but those would be the last in the world to join the League." He then held that if there had been no agitation on the question there would never have been an application from the southern brother, and would not be convinced that the question would result any other way than as it did last year. And those are the grounds on which he will fight at Louisville in February.

## Von Boeckman's Fast Quarter.

AUSTIN, TEX., Dec. 30.—At the driving park, Christmas Day, the Austin Wheelmen, in connection with the trotting races of the Austin Driving Club, held several very interesting races. Paul Von Boeckman, the long-distance man and Texas champion, had little trouble in winning all the events, though there were some close and hot finishes. There was little or no wind and Von Boeckman, with a big gear, turned off a very fast quarter in competition, almost record time. Summaries:

Half-mile open.—P. Von Boeckman, first; K. Von Boeckman, second; Charles Cavanaugh, third. Time, 1:15.

Quarter-mile open.—P. Von Boeckman, first; K. Von Boeckman, second; Cavanaugh, third. Time, :30 2-5.

One-mile handicap.—P. Von Boeckman, scratch, first; Cavanaugh, 150 yards, second; F. Odell, 150 yards, third. Time, 2:44 2-5.

## SCHOCK WINS EASILY.

The Chicagoan Captures the Six-Day Race—Waller Second, and Martin Third.

NEW YORK, Dec. 30.—Probably 6,000 persons saw the finish of the six-day bicycle race in Madison Square Garden to-night. Albert Schock was a comparatively easy winner. He continued his steady work all day and wound up his journey in fairly good trim. Waller was second, and Martin, the ex-champion, third.

Nearly all the riders took plenty of sleep before entering the home stretch this morning. Martin was quite ill during the early morning hours, and was under the care of a physician. Waller suffered from sore hands and feet, a sprained ankle, and rebellious stomach. Albert's stomach was also weak. Van Emberg, the "boy wonder," was in fine fettle all day and did some fine sprinting. The other riders, to all intents and purposes, were dead to the world.

In the evening the garden was crowded. Numerous bicycle clubs were represented by noisy delegations, who cheered everything and everybody. At 7 o'clock Schock, amid thunders of applause, deafening blasts of tin horns and cat calls, made the lap which placed him 100 miles ahead of the world's record made by Martin in 1891. Schock at that hour was 1,566 and a fraction miles, Waller was 1,484 miles, Martin was 1,430, and Van Emberg 1,395 miles. Van Emberg continued to sprint, and he gained upon Albert, lap after lap. The Arlington Band, of which Van is a member, marched into the building and serenaded him. At 9:19 the boy completed his one thousand four hundredth mile amid a wildly exciting scene. Schock rode constantly during the evening, but Martin and Waller remained in their tents. Ashinger withdrew from the race shortly before 9 o'clock. At 9:30 o'clock Schock had ridden 1,597 miles, and at 9:50 o'clock he completed 1,600 miles. He carried the American flag around one lap. A few minutes before 10 o'clock Waller and Martin mounted their wheels and led by Schock rode around until Pat Powers fired the pistol as a signal that the race was over. The first six men were then introduced and each in turn was cheered. The final score was:

|               | Miles. | Laps. |             | Miles. | Laps. |
|---------------|--------|-------|-------------|--------|-------|
| Schock ..     | 1,600  | 1     | Golden ..   | 1,313  | 1     |
| Waller ..     | 1,484  | 8     | Meixell ..  | 1,190  | 0     |
| Martin ..     | 1,430  | 1     | Forster ..  | 1,045  | 0     |
| Albert ..     | 1,410  | 1     | Barton ..   | 1,006  | 3     |
| Van Emberg .. | 1,401  | 1     | Ashinger .. | 879    | 2     |

Schock beat all previous records by 143 3-5 miles. The number of hours each man was off the track during the six days was as follows: Schock, 31:55; Waller, 41:44; Martin, 43:03 1-2; Albert, 39:23; Van Emberg, 43:54; Golden, 33:31; Barton, 50:47; Meixell, 60:34; Forster, 73:10; Ashinger, 83:41.

Every rider completing 1,400 miles, but not getting a prize, will receive a special prize of \$150.

The actual receipts will not be known for some days, but there is no doubt that they will be far above those at the tournament of 1891, when they amounted to over \$24,000. Still the expenses of this tournament will be greater than those of the other race, which Martin won so handsomely.

## WILL USE G. & J. TIRES.

Another convert has been made to the G. & J. tire. This time it is the Indiana Bicycle Co. Late Wednesday afternoon the Gormully & Jeffery Mfg. Co. received the following telegram from C. F. Smith, president of the Indiana Bicycle Co.:

"Have decided to accept license and use your tires on all Waverleys."

## Run Down by a Negro.

TALLADEGA, ALA., Dec. 26.—While J. J. Thomas, master mechanic of the Birmingham & Atlantic Railway, was riding a bicycle today he was run over by Neal Spencer, colored, who was on horseback. Thomas was fatally hurt. Spencer fled, but was caught by a posse and jailed.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.



## INVASION OF FRANCE.

**English and American Professionals Flock to Paris—Wheeler Goes to Italy to Rest—Other French News.**

PARIS, Dec. 20.—New activity seems to have been infused in the cycling world here since the return of prominent persons from the big English shows, and the opening of the winter track, by affording this general feeling the necessary outlet, forbodes a much more interesting winter season than has been seen these few last years.

The Stephane-Corre match has at last been decided, and both parties signed the agreement on the 12th of this month. It is to be run on 1,000 kilometers, on January 6 and 7, the contestants backing themselves for \$1,000 a side. Both men began training at once, and have been riding daily on the indoor track, Corre seeming to be in much better form than his opponent, thanks to his hard road riding in the latter part of the season. Stephane, however, is improving daily, and as he is said to require only a short time to get in shape, and is naturally of a better class than Corre, he may yet give the latter a hard fight for the prize.

The much-talked-of match between Shorland and Lesna, which had been considered as rejected since the refusal on the part of the N. C. U. to allow Shorland to compete against the French professional, may yet come to a point, as it is said that the English body have reconsidered their decision and intend to grant their champion the desired permit. This however, is not official yet.

Barden arrived in Paris on the 10th, and was an interested on-looker at the winter track races. He and his father were at once surrounded by reporters anxious to secure the young man's first impressions of the battle-field on which he is to fight next season. His father seems to be very sanguine, and hopes that the strict training he enforces on Barden, Jr., will tell. The father was a racing man in England years ago, and used to compete as a professional under the name of Joe Broughton. He has since taken a hand in training other people, and is said to have been very successful with the men he took in hand. He has, of course, a particular interest in his boy, whom he watches very closely while in training. He says he will not let Barden race before next season, and merely gives him a little practice every day on the winter track to keep his joints supple and in good order. Active training will not begin for him before February. The young man looks as if he might make a first-class racing man, being muscular—though lithe—and of good height.

### Harry Wheeler Passed Through Paris

yesterday, going to Italy with Mr. Bowden, of the Raleigh company. He will stay there a week to take a rest and have a change from English weather. He will then come back to Paris to stay, but will probably do no racing this winter. A. C. Edwards and A. W. Harris are also due in Paris in January, and Schofield, Oxborrow, and Linton will be here a little later. One of the best Belgian riders, Houben, will race in France next season, and the Italian riders have accepted our men's invitation to attend, so we are confident we shall see next year the finest racing that ever was seen anywhere.

Meanwhile our best men are quietly resting, and enjoying the winter attractions in the shape of concerts, smokers, and exhibitions. The first smoker of the season was promoted some time ago by Mr. Williams, the lively manager of the Coventry Machinists Co. in France, and was a complete success, which speaks well for the originator's activity, as that form of entertainment was practically unknown in Paris cycledom before his venture. A repetition of the smoker, and probably of the same success, will be given shortly in the immense warehouse of the C. M. C., which will be appropriately decorated for the purpose; everything points to an even larger and more appreciative attendance than on the first occasion. The

Amateur Association also gave recently a fine concert, with the assistance of some of the best artists in Paris, and scored a decided success, several hundred guests answering their invitation.

### The First French Cycle Show

will open in January at the Salle Wagram, in the midst of the cycling district, and judging from the fact that all our prominent makers have taken space and have been preparing their best things for this exhibition, the affair will be the great event of the winter. A foretaste of this was given by a smaller exhibit, which is being held at present in the old Eden Hall, where Mr. Meyan, the originator of last winter's indoor track at Machinery Hall, is soon to open a fine riding school. Pending the opening of the track, a few stands have been erected, where such firms as Aucoc & Darracq, Rudge, the Whitworth company, Decourdemanche, the tire maker; Menier & Co., who come out with a new pneumatic tire; *Velocé-Sport*, *Revue des Sports*, and others exhibit their machines, tires, and sketches. This small exhibition

closes on the 22d, and work on the track will at once begin, while the hall will be made as attractive as taste and experience combined can make it. Mr. Meyan intends to take advantage of the very central location of his hall to make it a favorite place of meeting for cyclists, and evenings will be devoted to various performances of trick riding, slow races, etc. A match has already been decided on between that Sesostri tandem which belongs to the Terront riding school, and Mr. Meyan's tri-cycle, which is a monstrous affair geared to about four inches through the adjunction, on the rear wheel's axle, of a sprocket cut in the rim of a twenty-eight-inch wheel, while the front sprocket is about the usual size. Mr. Meyan earnestly claims that a strong rider could do the 100 yards in 10:55 3-5 on the spurt, provided he had a little practice every day for three months beforehand. The Sesostri tandem is of wood with twelve-inch wheels, the rims of which extend clear to the axles, which the makers contend gives the machine wonderful stiffness when going at the highest speed, which can be set down at about three and a quarter miles an hour for the tandem. Applications of riders wishing to ride these two machines for the match have already been pouring in for several days, and a special jury had to be elected to look into the claims of the champions, as no man with a record of over four minutes for the mile can enter the competition. This important event will no doubt attract considerable attention from all parts of the world where a cycling paper ever penetrated.

A. G. ROUX.

### Not Afraid of Bloomers.

There is one woman at least in the United States who is not ashamed to be seen in a bloomer costume. That lady is Mrs. W. E. Newton, of Portland, Ore. She has been wearing the suit for nearly two years, and is astonished that more ladies are not wearing them. "I have used the suit on all my long rides since August, '92," she said to a BEARINGS' man. "The trousers are bloomer style, only very full at the knee and waist. At the knee they are held in place by an elastic band, and at the belt by a draw string. In warm weather I wear percale shirt waists with a two-inch leather belt, a blazer jacket, sailor hat, black stockings, and low shoes. I wear leggings in cold weather only. I generally take a skirt of the same material as the trousers on the handle-bars, and if I stop any length of time in a town I put it on. I find that there is very little notice taken of the suit on the road, but off the wheel it attracts enough attention to make one feel uneasy. I shall ride a twenty-three-pound diamond frame wheel on the road next year."

A. B. Richmond, of Grand Rapids, Mich, was in Chicago last week and when spoken to on the question of prizes said that the winners in the fair races of last fall, who had not received their prizes, would soon have them.



MRS. W. E. NEWTON.



## TO CARE FOR "PROS."

**An English Syndicate Willing to Put up Large Purses—Details of the Scheme—Other English News.**

LONDON, Dec. 23.—The event of the week has been the meeting called by H. H. Griffin, at the Westminster Palace Hotel on Thursday last, to discuss the formation of the professional cycling union referred to in my last letter. Strange to say, only one professional cyclist—the veteran Jack Keen—put in an appearance. Mr. J. Beavers (a gentleman connected with the Cyclists' Pneumatic Chest & Waist Rest Syndicate) was voted to the chair, and spoke with authority of the syndicate possessing \$25,000 with which it is desirous of promoting the professional union. Among the sprinkling of cyclists present were Henry Sturme, Pem Coleman, H. H. Griffin, Jack Dring, Bidlake, Nixon, Nesbit, Jefferson, J. E. Dixon, S. T. Brown, and W. Dalton Smith, most of whom are connected with the N. C. U. The objects of the proposed union were described by the chairman, and Mr. Griffin gave a forecast of the rules. Briefly, they were that membership should be by election, riders and officials to take out a license; no prize was to be less than \$125, and special attention was to be given to long-distance races, and competitors must ride under their own names.

Mr. Sturme suggested that the rules should be left over until the N. C. U. had formulated their code. He believed the N. C. U. would assist the association and he pointed out the advantages of an affiliation with that body. Jack Keen would have none of the N. C. U. and thought that body was responsible for the present state of amateurism. He also thought that "Professional Cycling Union" was not a good title for the new association, or one which would inspire the confidence of the public. Still he agreed with the objects of the organization, which would benefit riders. After more desultory talk the meeting was adjourned without any practical steps being taken to enable Mr. Beavers to communicate with the other members of the syndicate, Mr. Sturme giving a promise to hurry forward the preparation of the N. C. U. rules for professional racing. As the next N. C. U. council meeting will not take place till March, and the syndicate is desirous of pushing forward at once with its arrangements, it seems probable that a start will be made independently of the N. C. U.

As was anticipated, the National Cyclists' Union council did not succeed in getting through the enormous agenda at its Nottingham meeting last Saturday, although it worked from 4 p. m. to 10:45 p. m. An adjourned meeting will be held at Manchester during the second week in January. The attempt of T. W. Grace, of Manchester, to secure the abrogation of the licensing rules proved ineffective. Doctor Turner fought valiantly for his own child, and won the support of the majority present. The appeals committee, its constitution and rules occupied considerable attention. In future the committee will consist of nine members—three to form a quorum. The subject of professional racing was discussed, and a resolution passed which committed the Union to undertaking the organization of professionals. The general committee will frame a scheme, and in the meantime Henry Sturme is drawing up a set of new rules embracing an application of the licensing scheme to the case of professionals.

The Speedwell Bicycle Club, of Birmingham (the Stanley of the Midlands), has decided to revive its cycle exhibitions, which were held annually from 1882 to 1886. The forthcoming Speedwell show will be held in Bingley Hall, Birmingham, from February 3 to 10.

Christmas is upon us, but I regret to say the weather is damp, chilly, and cheerless, offering but a poor prospect for riding, other than mud plugging, during the holidays. Nevertheless, even mud plugging has attractions for many, not excluding the writer.

C. W. HARTUNG.

## Egan Suspends the Six-day Riders.

NEW YORK, Jan. 3.—Secretary Egan, of the National Cycling Association, has suspended all the riders who took part in last week's six-day bicycle race. P. T. Powers, general manager of the association, said yesterday in discussing the matter: "Egan's suspension don't go. The N. C. A. is practically dead, and will have to be completely reorganized before next season. Von der Ahe, Byrne, and myself, who constitute a majority of the board of directors, will not sanction the secretary's action. We propose to reorganize the association, and the Philadelphia people will be invited to join. If they refuse, they can stay out in the cold. The riders are conversant with the present state of affairs, and that's sufficient."

It turns out that the expenses of the big race have been so heavy that there are no net profits to be divided among the first five finishers. Manager J. V. Gottschalk claims that according to his books the gross receipts will amount to \$15,500. "But," he said, "the riders will only receive the stated purse money. The expenses alone have been \$11,000, and the Garden, instead of receiving \$7,000 rent, will only get about \$4,000. We have paid Schock, \$1,200; Waller, \$800; Martin, \$500; Albert, \$350; Van Emburg, \$250, and Golden, \$150. The short-distance riders also were paid. Of the \$1,100 purse Berlo got \$360; Newhouse, \$250; Starbuck, \$110; Price, \$95; Bettner, \$55, and the rest scattering. Everybody is satisfied, and, as far as I know, there is no kick from any of the riders."

That "Constant Reader" and "Old Subscriber" may not waste two cents writing to us to let us know that the date line on our cover reads January 5, 1893, we would state that we are well aware of the error, and only discovered it when too late to make a change.

## SHERIDAN FOR PRESIDENT.

**Illinois Division Agrees to Support Him—Delegates to the Assembly Appointed.**

The Illinois division has indorsed the candidacy of Thomas F. Sheridan for the presidency of the League. At the annual meeting of the board of officers of the division held at the Great Northern last Saturday, delegates elected to the National Assembly were instructed to vote and work for Mr. Sheridan. The delegates from the Illinois division are F. W. Gerould, E. J. Porter, and C. E. Randall, Chicago; C. H. Robinson, Springfield; W. A. Connolly, Danville; and F. E. Morse, Peoria. The board voted to hold the next annual meeting of the division at Quincy on July 4. The following members were present: Chief Consul A. A. Billingsley, Springfield; vice consul Arthur D. Black, Jacksonville; secretary, Burton F. White, Chicago; A. W. Roth, D. W. Kinkead, W. A. Davis, S. A. Miles, F. L. Chase, C. L. Steen, F. W. Gerould, Chicago; C. J. B. Fogerty, C. H. Robinson, Springfield; R. M. Starr, Irving Morse, Jacksonville; George F. Lacy, Galva; R. E. Mullinery and F. W. Osborne, Quincy; George S. Webb, Aurora; C. E. Randall, Danville; F. H. Holme, Keokuk; C. P. Watson, Peoria. National Treasurer W. M. Brewster, of St. Joseph, was present at the meeting.

## The Two-Fifty Club Scorch.

About twenty aspirants for the office of chief scorcher of the Two-fifty Club assembled at the corner of Thirty-fifth street and Grand boulevard, Chicago, last Monday. The weather was perfect, the roads in the city at least, were good, and all of the scorchers were feeling in fine shape. Promptly at 10 o'clock Chief Scorcher Theodore Smith gave the word, and the hardy road riders started to buck the wind to Pullman. On Fifty-first street "Little Napoleon" Peck warmed the pace, and as a result at least six of the riders concluded that they really didn't care to go to Pullman after all. It was smooth sailing until the swamp was reached, and here the crowd began to scatter. The potato patch spread them out still more. Bliss, Githens, Levy, Osmun, and Peck were in the lead here. Going into Pullman a wire caught in the sprocket-wheel of Githens' wheel, and before he could loosen it Bliss and the others had gotten a big lead. Herbie made a game effort, but could not catch them. Bliss won the chief scorchership rather easily; F. W. Osmun, of the South Side C. C., being second. The others straggled in one by one, Van Sicklen having to pedal two miles with one foot, having broken a crank. Hodges took a short cut and reached Pullman first, but it doesn't count, as the riders are supposed to follow the regular course. The following enjoyed an extra fine dinner at Hotel Florence: J. P. Bliss, H. A. Githens, Theodore Smith, C. P. Root, James Hodges, C. H. Peck, James Levy, G. A. Thorne, N. H. Van Sicklen, G. K. Barrett, and C. G. Sinsabaugh. A scorch to the Chicago Athletic Club on the return trip occurred, the leaders reaching Michigan avenue and Madison street in just one hour. At the palatial clubhouse of the C. A. A. all those who finished enjoyed a luxurious swim.

## Century Fiends at it Again.

Centuries were ridden in Chicago by five riders on New Year's Day. Twelve started from the Lincoln Clubhouse on the annual century at exactly midnight, and as the New Year was ushered in with blare of trumpet and sound of whistle these wild men wound their way northward in the darkness. It was very dark, and the road could not be seen. Several became discouraged and turned back when Edgewater was reached, among the number being the treasurer of the Century Road Club, J. E. Templeton. Joe Guinea also returned at an early hour. After following the railroad tracks for some distance, and while several miles from nowhere, young Curtis cut a large hole in his tire on some slag, and while lamenting his fate was left by his companions to get home the best way he could. Then the party went on to Fort Sheridan, and in the guard house thawed out their frozen bones. Five returned to the city, the round trip taking six and one-half hours. On the way into the city they ran across Curtis, who was resting. He was so sleepy that he had forgotten that the road followed a railroad, and that stations were frequent. In the city Kinkead and Parker turned westward and finished in that direction, while Fairchild, Gunther, and "Jack" Adams went on to Pullman and finished the entire ride in fourteen hours and one-half. This is thirty-two centuries for Kinkead, twenty-nine for Fairchild, all ridden within a year; about twenty for Gunther, and twenty-six for Parker. It was a notable ride of the veterans.

## Club Elections.

The Mercury Club, of Milwaukee, has elected the following officers for the ensuing year: President, W. H. Kaiser (unanimous); vice-president, W. A. Valentine; financial secretary, H. Bargwart; corresponding secretary, O. F. Thieme (unanimous); treasurer, Oscar Gerber; captain, George Bender, first lieutenant, A. Bange; second lieutenant, Jesse Peterson; directors, Thomas Neville, Wells Pritchard, Gus Simmerling, Peter Gillis, Archie Techmeyer, and William Morris.

At the annual meeting of the Shawmut Cycle Club, of Boston, the following officers were elected: President, F. W. Hayes; vice president, R. L. Hidden; treasurer, E. M. Barker; secretary, J. L. Ranking; captain, J. R. Brown; first lieutenant, W. P. Davis; second lieutenant, C. L. Anderson; color bearer, F. W. Johnson; bugler, H. F. Greene.



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GEO. K. BARRETT, EDITOR.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.

## THE SIX DAYS' RACE.

The six days' bicycle race which was completed last Saturday at Madison Square Garden, New York, awakened more interest than any long-distance contest that has been run for many a long day. There are at least two reasons for this. The race was in the hands of thoroughly reliable people, who would in no case tolerate any faking, and there was an infusion of new blood in the professional ranks. For the first time in the history of professional racing in America men who have made names for themselves in the amateur ranks participated in a six-day race. The race was remarkable in many respects. The record for the time was smothered out of sight. Sixteen hundred miles in six days! It is enough to startle the most staid recorder of records. Schock, the veteran—he is nearly thirty-eight—has done himself proud. He has set a mark that will not, we predict, soon be passed. The man who beats it will be a wonder, indeed.

And 401 miles in the first 24 hours. It is simply marvelous. To be sure it is not world's record for the time, but considering that it was made on a ten-lap track, and done without any outside pacing, it stands as the most meritorious performance of the kind ever made. Shorland's 428 miles falls far short of it in actual merit. Incidentally the Englishman should take note that when Americans make a try at long distances—or any distances for that matter—they usually get there. Waller, ex-amateur long-distance record holder, we take off our hat to you. Nor should Van Emborg, the nineteen year old wonder, be forgotten. His performance, for his years, was as remarkable as any made.

## THE NEGRO MUST GO.

There will be no southern league. The hot heads who proposed it are not doing a tithe of the work in the matter of freeing themselves from negro contamination that those are who pin their faith to the L. A. W. and do the work in that body. The League does not want to lose its southern membership, but it will do so if it does not fairly meet the negro question at the coming meeting of the National Assembly and settle it once for all. It is a question that can be settled in only one way, and that is by excluding the negro. The following letter is but a fair sample of the feeling in the south. It should be a powerful object lesson to the advocates of the negro:

EDITOR THE BEARINGS: In all your handsomely gotten up Christmas number the most satisfactory thing to me was the article on the negro—on your editorial page—and I want to thank you for giving expression to the views of a southern white man, if even only inserted as a quotation.

As I am one of the large number of self-respecting whites who have quietly dropped out of the L. A. W., I do not feel that I have any right to criticize that organization or its action. I can only speak as a once active

and enthusiastic member of the Louisiana division that was—it numbered 150, and would be nearly 200 now—and is no more.

When your proposed secret society movement is inaugurated, count on the southern boys, for one of its qualification is "white." I approve most heartily of the proposed association, and will be more than glad to lend all possible assistance if you will have the parties having charge of the move correspond with me. When southern riders are ready for their wives, sweethearts, and sisters to receive negroes as social equals and to themselves enter races with the blacks, the League may again become popular in this section. We have enjoyed one or two L. A. W. championships in the past and can not see how a black from any other division, who might choose to enter such a race, could be barred here. Of course he would ride alone, as we would be powerless to keep him out. This disposes of the personal-option feature of the question, and is only one of the many arguments which can be advanced to show why a decent white man is justified in quitting an organization which, regardless of the popular sentiment of a majority of its membership, will insist on a flagrant wantonness in non-consideration of the sentiments and sensibilities of by no means an insignificant minority.

WILLIAM W. CRANE.

## STRAY SHOTS.

### Mixed the Tickets Up.

They are telling a good story on one of the prominent members of the C. O. P. It seems that this young gentleman won a medal while on one of his invasions in a neighboring state, and the trophy not being ready for instant delivery, he ordered the meet promoters to send it to him by express. A few days after he was notified that the medal had been sent, and was told to call at the express office and get it. This pure amateur hid himself to the office, paid the charges, and was given a ticket to get the package. Presenting the order at another window he was told that the medal had not arrived and to come around in a few days. This he did and gave the clerk a ticket, at the same time informing him that he had come after that medal. The expressman looked at the card and then began to grin. This disconcerted the lad and he indignantly asked if that ticket wasn't good for the package. "I'm that bicycle rider and I want my medal," he added. By this time the bystanders had also caught a glimpse of the card, and the roar that went up made the racing man turn pale. He hastily grabbed the ticket and saw that it read: "Moses Schaumberg, one gold watch, \$16." It took several good cigars to quiet the express agent, and the racing man then took back the pawn ticket, gave up the right one, and received his prize. And still people wonder where the modern racing man's prizes go to.

### Some French Tracks.

Most of the French tracks of the present day are made of a bed of concrete of from six to eight inches thick and covered with three-eighths of an inch of smooth cement. The covered track at Machinery Hall, Paris, is of this kind, but although speedy, tracks of this nature are said to be dangerous when wet. A new system is used on the Seine track at Paris, wood pavement similar to that used on the street composing the surface. The blocks are not so thick as the ordinary, and it is said that this surface will last for years with but little repair. The Bordeaux track is made of cement, but instead of being laid in the usual style, the turns are laid in the form of small arches, the space between each arch being six and one-half feet, and the walls being from four to six inches thick.

### Harvard Rebels Against the L. A. W.

Harvard College is up in arms against the L. A. W. and proposes to make a bitter fight against the big organization. Circular letters have been mailed to other colleges asking for entries to races which will not be sanctioned by the Racing Board. The college men think that Chairman Raymond is too severe, and will take things in their own hands. This may be all right while the men are in college, but just wait until they leave and start racing on their own hook, and then see how quickly the Racing Board will call them to account.

### Translated Literally from the French.

The French papers devoted considerable space to a report of the recent cycle shows in London. One of them describes a tire as follows: "Its absolutely water tightness being a prevention of rotting the tire. Canvas-glued cold before vulcanizing the rubber, therefore the canvas retaining all his natural strength. It is sufficient, the air chamber being inflated, to pull a little sideways the envelope to open it."

### Sued for Club Dues.

One of the crying evils of the day in cycling club life is the member who does not pay his dues. He is found everywhere. In Chicago, where there is an effective association of clubs, the plan of posting the names of men who have been expelled from any club for non-payment of dues, in all the clubhouses in the city, has been tried, but it has proved of little service. The man who will allow himself to be expelled is not sensitive. Now the plan of suing delinquent members is being tried. It is to be hoped that it will prove more effective than the old method.

### Wheelmen's Secret Society.

We have had a number of letters commenting favorably on the proposed wheelmen's secret society. We should be pleased to hear from all who favor such an organization. Letters on this subject should be addressed to our editor personally.



## RECORD-BREAKING VS. COMPETITION.

There are probably few readers of the cycling papers who overlook the articles with which "President" Bates has favored us during the past year, and a recent one on "Racing and Record-Breaking" has probably commanded its full share of attention. It is worthy of it, and proves that the "President" has made a study of racing men and their habits as thorough as is his custom when approaching any subject.

It is undoubtedly true that to attain the best results in anything it is necessary to devote one's entire attention to it. If a man starts out for a record, paced, he must not be haunted by the fear of a dangerous rival starting with him, or immediately after him, and compelling him to do battle against man as well as against time. He may be willing to fight both, but it must be separately, if either or both are dangerous, and the battle would be waged on very different lines as the one or the other was the opponent. If Father Time is the competitor he knows exactly what he has to do, and has no fear of any one rushing up at the last minute and snatching his victory from him. If a man is his rival he can form some idea of the former's plan of battle, and form his plans accordingly. But to fight both at once is too much for any man, unless he knows that he can beat both opponents, and that rarely happens.

It is true, too, that there is an essential difference between the record-breaker and the man-beater. The latter undoubtedly occupies the higher plane, but there are some qualifications possessed by the former which are worthy of all praise. To beat a man requires only to get in circulation the fighting blood which flows in the veins of most men, although it is sometimes allowed to stagnate there for almost a lifetime. But

### To Break Records Requires Patience,

perseverance, and determination to surmount all obstacles, which is not possessed in any marked degree by the Zimmermans and Sangers. At the same time I can not quite agree with "President" Bates in his contention that Johnson is the speed champion and Zimmerman the champion in competition, and that neither could be anything else. In my estimation Johnson's proper place is that which he has gained by his record rides, and the reason he can not ride to the same level in competition is that he is afraid when he meets his equals. He can ride just as fast in competition (allowing for the difference between paced and unpaced rides)—when he thinks he has even a moderate chance of success—as he can when riding against time. It is only when he is afraid of his opponent that he sinks to a second or third-rater, and not from the mere fact of being in competition. During the early part of last season he was, in the absence of Zimmerman and Sanger, and the immaturity of Tyler, at the top of the heap, and he was there because he went into races believing that he had a good chance to win, and backed by that belief he rode in his best form. When he met Zimmerman and Sanger he was afraid of them, and being a little stale, besides, was unable to ride up to his usual form. It was the fact that he feared these men that mainly caused his falling off, and not because he was riding in competition and had more things pressing on his mind than in time trials.

In the same way, the fact that Zimmerman, the record-breaker, has not shown himself superior to Zimmerman the man-beater, or to Johnson, the record-breaker, does not prove that he can not do so. Racing men, who best know how wonderful Zimmerman's history is, are equally well aware that even such a phenomenon as the Jerseyman is obliged to draw on his mental resources to win his victories, and that it would be a great relief to him to be able to throw aside the necessity of watching and outgeneraling his opponents, and to be able to merely follow a pacemaker. They know, too, that no matter what resources a man has, he can never ride as fast in competition as he can against time, provided the latter is gone about in the same thorough manner that the former is. There is always a gain physically, if not mentally, in being sheltered and taken along as one wishes to go, that should not be overlooked.

The impression is so general that as a record-breaker

### Johnson is Superior to Zimmerman,

that it has gained a foothold almost everywhere, and "President" Bates but reflects the general opinion when he asserts that Zimmerman would lose some of his greatness in competition if he cultivated record-breaking. Let us see if this will bear examination. It is based on the fact that until this year Zimmerman never made any assault on the records, and that when he did make the attempt a few months ago to annex a few records to his name he failed signally. It is said that there was trouble about the pacemakers, that they were not fast enough, or willing enough, to carry him along at the necessary pace. That may be, but if it was, it was his misfortune or his fault, and we need not consider it further. But it is not with Zimmerman in October or November, weary in body and in soul after his seemingly interminable season's work, in which he had succeeded in the Herculean task of placing one hundred and one firsts to his credit; it is not with that man we have to deal. He had fairly earned the rest he is now enjoying, and it must have required all the strength of his tremendous will to begin over again and attempt to conduct to a successful issue a campaign requiring more patience under discouraging circumstances than had been required all the rest of the season.

Suppose we take Zimmerman refreshed by a long rest, and fairly on edge to once more try his speed. Instead of passing through a season unprecedented for its severity and duration, which left him utterly exhausted, let us suppose he had just raced enough to get him in first-class form and with a view to a supplementary record-breaking season. Fully realizing the

task that he has before him, he makes the preparations as systematically and as thoroughly as he did to secure the English championships. Does any one suppose that under these circumstances he would not be able to follow any pacing that could be given him? He has shown his ability to outride Johnson, Tyler, Windle, Bliss, and Dimberger in competition, and to ride as fast or faster than they under ordinary conditions. They have all shown a very marked improvement when they start in at record-breaking, and it is opposed to all reason to suppose that Zimmerman alone could show no improvement. It is true that the man whose forte is record-breaking will show more improvement over his competition form, but there never was a man who could not

### Ride Faster with Pacemakers than Without.

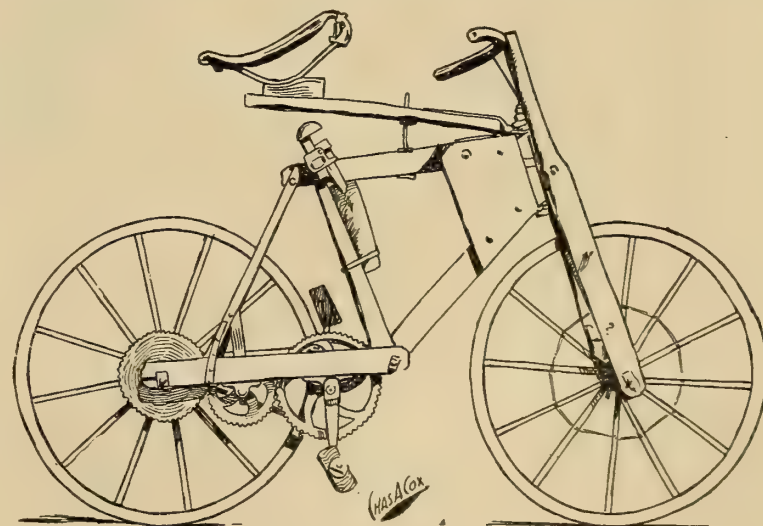
Therefore admitting that Zimmerman does not possess the qualities of a record-breaker in the eminent degree that Johnson does, yet he, too, will improve, and should put the figures lower because he is a faster rider than Johnson.

"President" Bates thinks that a man can not excel in both branches of the sport, and experience seems to bear him out. Before Rowe went to England he was supposed to stand at the head in each class, but he met defeat mainly because he was afraid of Howell, and found it a very different matter to beat men than it had been to beat time. Whether any of his deterioration was due to his long campaigns against time is a mooted question; but it is quite probable that it was, partly. The two ways of waging battle are so entirely different that there is great danger of forgetting one if the other is pursued too long.

There have been cases where men have excelled at both points, notably Osmond, but as his record breaking followed his competition racing, and was not succeeded by the latter again, we can not tell what the effect would have been upon him. My own opinion is that the rider who defeats men can also break records, and the reason he has not done so more frequently is that he gets more satisfaction out of beating men, and sticks to that branch. He can excel in the other, too, if he will, but too long a dalliance with record breaking will unfit him for anything but that. There is so much less mental strain in record breaking, that he who once tries it becomes enamored of it, and rarely forsakes it. S. W. MERRIHEW.

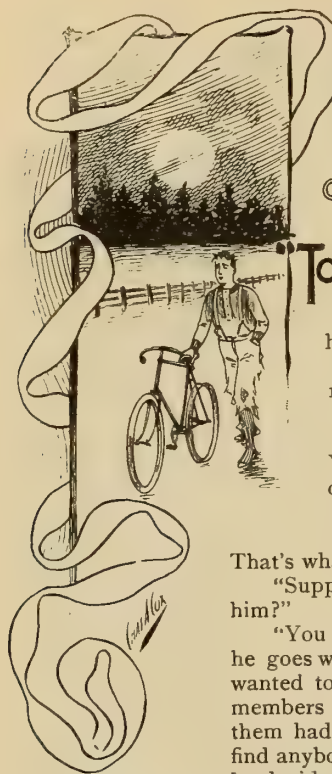
### A Southern Racing Wheel.

The accompanying photograph of a bicycle was taken in Birmingham, Ala., recently, and shows the mechanical genius of a young negro. He could not buy a wheel, nor could he rent or borrow one, so he built a bicycle,—at least that is what he called it,—and rode it for a long time. It was discovered by the Birmingham Arms Co., and by them put on exhibition. From the picture one can not discover the beauties (?) of the workmanship without a close inspection. Notice that the wheel is chainless. The lad thought that he would infringe on some one's patent by using a chain, and so he tried to get around such a patent, and succeeded beautifully. The "no chain" gearing as used by this boy is somewhat similar to that which has bothered older heads, and yet it did not bother the lad in the slightest. It worked to



perfection on the first trial. What he wanted the gear to be he could not say. In fact, it is doubtful if the boy knew what gear meant. The rear sprocket-wheel is made of a wood block, into which is driven iron pieces of the shape of cogs, filed to fit the other sprocket. The gear is about seventy. The wheels were also homemade, and the spokes, whittled from young saplings, were tied together with common wire used to bale hay. The bearings were plain in every sense of the word, being plain bolts, and also homemade, set through holes burned with hot irons. Notice also the seat adjustment, which is of a most novel pattern, being a bar which runs from the head back, on which the seat is arranged. To lower or raise the seat the bolt is screwed up or down, which raises or lowers the bar. This bolt is at the center. All other parts are as crude in the make-up, and the machine is fastened together by long iron bolts set into holes made with a hot iron. The saddle is also homemade. This machine weighs just 102 pounds, and it is said that it runs easily and the gearing works smoothly.





# FLASHES OF CYCLING LIFE

BY THE IDLER

"Too bad about Johnny Longrun, isn't it?"

"What's the matter with him?"

"You know he's a great long-distance rider, don't you?"

"Yes."

"You know he always rides the New Year in or makes a century run on the first of the year."

"Yes. Well?"

"Well, he made a century run Monday."

"That's what's the matter with him."

"Suppose he did. How could a century run hurt him?"

"You see Johnny is a very enthusiastic rider and he goes wheeling in all kinds of weather. Monday he wanted to take a century run and so asked all the members of his club to go with him. Every one of them had some other engagement and he couldn't find anybody willing to take a ride with him and so he decided to go it alone."

"He got out his bicycle, oiled it, fixed himself up with two sweaters, and started out at 4 o'clock in the morning from the regular spot at the Halsted and Washington boulevard. The roads were pretty bad and when daylight struck him he had only reached a short distance out of town. It was very warm going and he suffered from the cold. When he came within a few miles of Elgin a big dog came out of a farmyard and Johnny tried to fight him. Towser got the best of it and left Johnny's sweaters in rags. But he went bravely on. Next he struck a big road hog, who tore his sweaters off his back and carried them away with him. Johnny began to get chilly, but his exercise kept his circulation going until his rear tire punctured. Then he had to walk. A little later two tramps met him and took his money away from him and so when he went to the hotel in Elgin they wouldn't let him in unless he paid in advance."

"What did he do then?"

"Well, then he turned around and walked in from Elgin to Chicago pushing his wheel ahead of him. He arrived in town 24 hours after he left Elgin. Oh, my, it was bad, wasn't it."

"Why, is he sick?"

"No. He's dead."

## That's What Lackaye Says.

William Lackaye, the well-known "leading man" of many theatrical companies, is responsible for a bicycle chorus of which he is the owner, inventor, designer, author, and patentee. He sends it to me all the way from California, and I hasten to give it to the readers of THE BEARINGS. It describes the cyclist out west as seen through Mr. Lackaye's glasses. Air, "Daisy Bell."

"Willie Bentback, what are you trying to do?"

"You get off the earth or I'll run over you."

I haven't a stylish carriage,

My mind you may disparage,

But I own the street, so stir your feet,

Or I'll ride over you."

## Jerome Kon Jerome's Wrath.

Jerome Konfidence Jerome, whose chief claim to notoriety in this country lies in the mistake made by certain daily papers in accepting his drivel from a New York syndicate at cheap rates, is in a snarl with the National Cyclists' Union, of England. We glean from the London cycling press that this hanger-on to the muddy skirts of third-grade literature is much wrought because, forsooth, the N. C. U. refused to allow Frank Shorland to race with a French professional. It was a little scheme of Jerome's to advertise himself and a flash paper that he thinks he edits. Of course this borrower of other people's ideas did not relish being quietly turned down by the N. C. U., and he accordingly emits one or two remarks in which he attempts to discredit the whole amateur movement. Jerome evidently does not know the power of the organization he is abusing. He says he will bring the race off in spite of the N. C. U., a consummation of which I have the gravest doubts.

On the contrary, it is my opinion that if Jerome attempts to fight the N. C. U., the N. C. U. will have him screaming like a panther before the end of the controversy.

Meanwhile it is pleasing to observe that the daily papers in America no longer print and pay for his copy—copy which, in newspaper technique, is known of the editor as "flub-dub."

## O Johnny, how Could You?

Our valued contemporary the Chicago Herald published last week a

list of the earnings of various racing men beginning with Zimmerman, who, it is said, had won during the past season prizes to the value of \$20,000. Among other things which were said by this shrewd observer of men and things was this: "Johnson's prizes will tot up a value of some \$15,000. The Swede cyclist says he is going abroad this winter and as he received, in addition to his earnings in the prize way, a salary of \$3,000, there is little danger of his having to walk back."

At last we have it. We now know just what Johnny's salary was. But goodness, gracious! why didn't the Racing Board find it out long ago?

## In the City Hall Corridor.

Wearry William: I say, Dusty, I got a scheme that'll beat this here charity lodging all hollow.

Dusty Rhodes: What's yer scheme?

Wearry William: Let's start on a bicycle tour around the world next summer for Outing and by this time next winter we'll be in Australia where they tells me it's hotter'n'ell on the foist of Jenuary.

## Mrs. Kendal Talks Cycling.

The Idler sent his card up to Mrs. Kendal, the famous English actress, with a request for an interview. The answer came promptly.

"Show the Jossar up."

I found Mrs. K. seated on a lage sofa between two eider-down pillows. I know they were eider-down or something like it, for they seemed to me, as they yielded to the lady's classic form, to be fearfully and wonderfully soft.

The Idler blushed as he took the seat to which the queen of "real actin'" waved him with her arm. Mrs. K.'s husband was not in. I learned afterward that he was out looking after the bill posting in the suburbs.

"Mrs. Kendal," I began, "of course you have heard of me."

"Heard of you!" she exclaimed, in a voice so thrilling that I felt cold shivers run up and down my back. "Heard of you! I should say I have. I read your maunderings every week in my copy of *British Sport*. You are acquainted with Mr. Edge, I believe?"

"Intimately," I said. "His first cousin was my Aunt Jane's step-brother. Mrs. Kendal," I continued, "I would like to describe to my readers your methods of training."



The lady moved about uneasily on the eider-down, and at last refused to answer the question. She said that her training methods were her own. She had been offered a large sum of money by Zimmerman and Frankie Shorland for the secret, but positively refused to part with it. She was willing, however, to talk on other subjects relating to the wheel.

I asked her what her opinion of Jerome K. Jerome was. This, she said, was also her private property.

"What do you think of American wheelmen as compared with British?"

"Duffers," was the reply. "You Americans are a fairish lot for sprinting, but when it comes to real slogging at long distances—you'll not mind my use of dear old London phrases—you're not in it. I would bet a fifty pun' note that Shorland and Holbein could ride rings around the best you've got. I once saw Frankie at 'Erne 'ill do a 48-hour spin, and when he jumped from his wheel he was as fresh as an alley 'L' guard. Don't talk to me about your American riders," continued the lady, and she grew very red around the gills, and moved her bread-hooks uneasily; "don't talk to me. We can beat you at any game, we can; and I want you to understand I didn't come 'ere to be insulted, and you can get out, you can."

The great actress picked up one of the pillows, stuck her plump, pretty fist in it, and said that it (the pillow) was harder than my head, from which I inferred that the interview was at an end, and withdrew. As I closed the door I heard her remark something about an "American cad on casters."

Whether she referred to me or to Zimmerman I don't know.



### CHARLES G. KILPATRICK.

When THE BEARINGS was young and Charles G. Kilpatrick's bicycle career was in its infancy this enterprising young man was forced into the professional ranks by THE BEARINGS. "Kil" never held a grudge against the paper for he belonged in the professional ranks and he knew it. He first made himself famous by riding down the west steps of the Capitol at Washington. This feat has been performed by a few other daring riders but Kilpatrick's performance puts the others to shame when it is remembered that he is a one-legged man. He rode down the eighty steps, about 120 feet, in three seconds and from that time was known as the "King of the Capitol Steps." He makes his living at trick riding, and does all the tricks which other trick riders perform that his one leg will permit, and a great many others as well. During the past summer he filled an engagement at Fairmount Park, Kansas City. The particular feature of his performance was his ride down a specially built flight of stairs 120 feet long, 50 feet high, and only 5 feet wide. Down these steps he rode twice a day for six weeks, his perilous feat being witnessed by no less than 142,000 people during that time. During one of the evening performances the electric lights went out just as he started, leaving him to make the descent in the dark. He got to the ground in safety but swears that there is not money enough in the world to hire him to try it again. It took him just two and one-quarter seconds to make the descent. He will make a similar ride at the Philadelphia show.

### Cream City Happenings.

MILWAUKEE, WIS., Jan. 2.—A meeting of the officers of the Wisconsin division will be held here at the Republican House to-morrow. It is expected that the

elected delegates to represent the Wisconsin division at the National Assembly.

The Mercury Club held a Sylvester ball at Harmania Hall on Sunday evening. The ball was a brilliant success. The proceeds will go to pay the debt incurred at the Telegram-Mercury race meet last summer. The race proved a flat failure, and when it was over the clubs found themselves in debt to the tune of \$160. Many prizes won by riders were never delivered.



Shortly after the meet the Telegram Club disbanded. This left their share of the debt unpaid. The Mercury Club has now decided to assume the debt, and some of the merchants who have entered the accounts among the "loss" columns may yet get their money.

The Bay View Wheelmen were organized a little over six months ago, and are making remarkable progress. The club has now a membership of sixty-three, and this number will be increased to 100 before next summer. If the association of local clubs is not formed the club has decided to hold a road race from Racine to Milwaukee next summer. Several fine prizes have been promised for the race, if it is run, and many Chicago riders will take part in it. The course is about twenty-five miles, and the road between the two points is good.

### Off with the Old, On with the New.

BOSTON, MASS., Dec. 30.—The year is almost gone and soon we will be standing on the threshold of the new one, wondering what it will bring forth and curious as to its results and its privileges. Boston has taken a sort of midwinter cycling fever and I have seen countless wheels this week skimming as merrily over the frozen but clean earth as they do in summer. There is no snow in the city proper and little or none in the immediate suburbs. The ground is hard and firm and in a fine condition for the wheel. Many of the clubs will ride the old year out and the new year in.

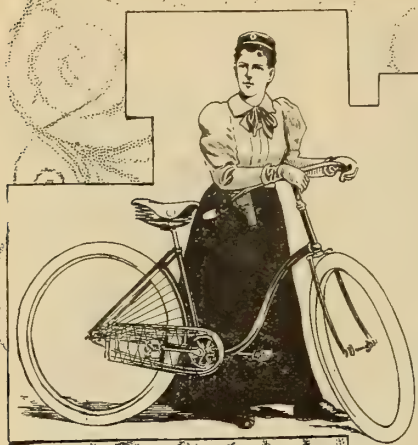
There is talk of an intercollegiate bicycle tournament to be held at Harvard in the spring. Letters have been sent to all the eastern colleges and if this is held, it will take the place of the regular June meeting of the Harvard Bicycle Association, which has attracted more cracks than spectators in years past. There was no money value attached to the prizes and it posed as a model amateur event. But it has become the thing for the cracks to have a medal of the association to put with their other winnings as a sort of trophy. Many of them gave the medals to admiring friends. The shutting out of the colleges from the sanction of the L. A. W. has had much to do with bringing the proposed tournament about, and it would naturally be entered by only college riders. This would do much to foster the college rivalry spirit which is so strong in the other sports which the colleges indulge in, and might in time come to be as great a society event as the baseball, football, and rowing matches, which are yearly attended by great crowds of brave men and fair women.

The Massachusetts Bicycle Club had a very pleasant time at its annual Christmas tree at the house Christmas eve. Santa Claus came on an electric car and distributed gifts which were appropriate, and clever hits on all the best known members of the club.

The Pequot Club has constructed an indoor track.

resignation of A. Cressy Morrison, chief consul of the division will be presented and accepted. Wheelmen had looked forward with considerable interest to the reign of Mr. Morrison as chief consul, as several innovations had been promised; and it is doubtless quite as much a disappointment to Mr. Morrison to have to tender his resignation of an office whereto he was unanimously elected. Vice Consul Baldwin will probably be elected to succeed him. The vacancy caused by Mr. Baldwin's advance will be filled by the board, which will appoint a successor. Another question of considerable importance to come up is the choosing of a place and time to hold the next state meet. Ripon had the meet last year and is again in the field. Madison, Racine, Janesville, Sheboygan, and several other towns also want it. W. L. Simonds, Martin Rotier, and Vice Consul Baldwin have been





# Los Midas

By President Bates



When

an American syndicate bought the ancient silver mines of Los Midas, the half-dozen Mexican gentlemen in that primitive region rejoiced that Mexico was to acquire a higher and newer civilization and a larger development of her natural wealth.

But the common populace were irritated by the invasion of new masters and manners. They did not approve the strange ways of Senor Welby, the American manager; nor of Senor Jack Gregg, the young engineer and mine superintendent; nor of his twenty stalwart Californian mine captains and gang bosses.

These Gringos were heretics; they were unbearably prompt, masterful, and incessantly busy; powerful of body, sparing of words, sudden of fist, deadly with rifle and revolver; neither fearing God nor the devil, nor respecting the saints, nor caring the value of a burnt frijole for holy church. Under their new rule all the ancient, easy Mexican ways were abolished. The mine no more ceased work for saints' holidays; no more the Mexican miner leisurely chipped the easiest ore, gossiping as he worked; no more slow climbing of ladders of tree poles with their branches cut short for the feet, bearing sacks of ore on the heads of the climbers; no more the lazy mules worked the primitive pump or slowly revolved the sweep of the great stone ore crusher; no more was the toiling miner politely requested, after the old Spanish fashion, to do this or that. These new masters sternly ordered in the briefest speech; and the miner must jump, like a quirted broncho, to do their bidding. They made the mine produce as much in one day as it used to in a month. Dynamite explosions shook the galleries; the incessant pounding of a huge steam stamp-mill made the hill tremble. The men went up and down a vast walking-ladder upon which each step must keep time with the huge engine, or the life would be crushed out of the climber. Furnaces flamed day and night.

What though the miner did earn double his old wages, being compelled? Sweet was the ancient, little with content; bitter the new, prosperity with weariness of life.

Especially did the populace disapprove of Senorita Welby. She calmly violated the most cherished tenets of Mexican propriety. She walked unattended; she wore neither veil nor mantilla; she was unabashed and frank before men. She wore a silver-hilted revolver, and knew how to use it. She ordered this or that with bold audacity, and would be instantly obeyed without reply. Worse—she rode a strange, glittering machine—a bicycle—flying along the way with unseemly speed, attired in a strange garb, with an immodesty that no Mexican senorita dare imitate. Moreover, she was as energetic, fearless, and masterful as her countrymen.

Pepe, her weasel-faced Mexican servant, complained bitterly to the padre. His mistress was a rank heretic, though she never meddled with the religion of the natives. All could see that she visited the Mexican chapel merely from curiosity, and not to worship. She looked upon the ceremonies with grave contempt. What though she did, out of her wealth and freedom, visit the suffering, find or make work and wages for the needy, nurse and doctor the sick with strange skill, give freely to every public charity? The sick that she saved and the poor that she helped owed her no gratitude, for did she not compel strange sanitary habits contrary to ancient custom, and was it not monstrously irreligious for her to snatch dying babes and mothers back to life and sin after the good padre had dismissed them to death and Paradise with the extreme unction of holy church?

There was Pepe's own cousin, whom the reverend padre had anointed with consecrated oil, and left to die comfortably with the blessings of the saints upon her; and if she had died, a great bar of silver would have been paid to the good padre for masses, and he (Pepe) would have inherited her estate. But this Gringo senorita came and sponged off the consecrated oil, and cleansed her whole body with a medicated bath, and cleaned and drenched the hut and its surroundings with diabolic (carbolic) acid, and gave her strange medicines, and nursed the child back to life and health, whereby the good padre had lost the great silver bar, and he (Pepe) had lost the inheritance; and the child's heart and her mother's were turned from

the good padre and holy church to almost worship the heretic senorita. Were not such impudent interferences with nature and religion accursed? Surely the church would not lament should evil befall this foreign interloper.

The good padre mildly reproved Pepe. Such reprimands were sinful—but very natural.

Pepe had an impression that this reproof was merely perfunctory. Perhaps the padre had not considered him earnest. But the priest had an excuse. This was not at the confessional. How could a padre know every thought of his flock unless he encouraged them to talk? If he were severe, the cunning rascals would conceal their purposes and avoid confession until after their sinful intents were executed.

\* \* \*

There was but one road through that region; but it was a good one, broad and firmly graveled. Along this smooth highway Isabel Welby drove her light wheel with buoyant skill in early morning exercise, curiously exploring the country. Five miles from the mine the road dipped sharply down into a bowl-like basin, surrounded with steep wooded hills. In this bowl she paused one morning to examine the strange and beautiful wild flowers and shrubs. Presently she heard voices of men pushing through the woods, whereupon she concealed herself and wheel in a thicket.

Five armed Mexicans came out of the wood and stood near her to talk. A sixth, unarmed, was her servant, Pepe.

"Here will they halt to water the mules," said Pepe, indicating an open area where a spring sparkled beside the road. "See, the thick wood is all about, to hide an ambush. 'Twill be an easy surprise. There will be two wagons loaded with silver bars, and only eight men to guard them. They will pass about this hour to-morrow morning."

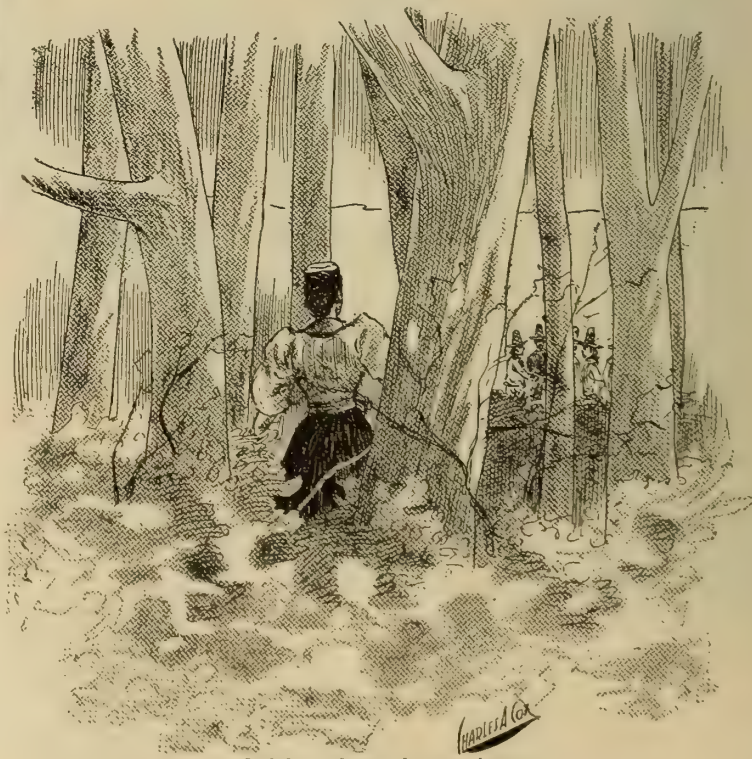
"It is a good plan," said one, who seemed to be their chief. "Forty men hid in the woods. Twenty mules to carry away the silver, and scatter in the mountains before the soldiers hear of it."

"And my share," asked Pepe anxiously. "I can not be here, and must never be known in it."

"'Twill be sent you at night in coined money after all is over and safe—as much as any two of my men will get, though you bear no risk. What a thing it is to have brains!" (He touched Pepe's head with a finger, and Pepe grinned vily at the compliment). "You will be a rich senor yet, and live to enjoy it; but we who are hunted die early, and have but a brief day to be merry."

"Why not capture the mine? Ah! it would be good to see those accursed Gringos die! Many would gladly aid."

"They are too strong. Those California giants are devils to fight. They could laugh at a regiment. It is better that they gather more silver for our toll."



Isabel overhears the conspiracy.

"My mistress, the senorita? She rides alone. Eh, but we should laugh were she in your arms! And she is beautiful. I say it who hate her."

"I have seen her. Thrice has she ridden by where I lay. But she is armed; she is brave; she would fight like a man. I saw a fierce dog rush at her. She drew and fired with one motion; the beast spun around and died with a hole through his head. Bah! a little danger would spice her capture."



But use that excellent brain again, brave Pepe. Were she seized, Senor Welby would make it a government affair. The mountains would swarm with soldiers. We should be hunted with dogs. The senor would offer a tempting reward; we should be betrayed. It would be sure death to my brave band. Her time may come—not now."

Isabel waited until the sounds of their retiring footsteps had long died from the wood—long enough for them to pass over the crest of the bowl—lest a backward glance from the hill might see her. Then she rode rapidly away from the mine!

Eight miles beyond the bowl there was a village where a picket of Mexican infantry was posted. When Isabel rode into the plaza all the populace flocked out to see her. A Mexican lieutenant was crossing the parade. He looked upon this, to Mexican eyes, unseemly exhibition with cool hauteur. But Isabel flashed upon him a smiling salute, ladylike but arch. He turned and sauntered to where she was dismounting in front of the village inn. Driving back the throng with a gesture, he took off his cap and begged permission to offer the senorita such hospitality as the village could afford. She knew that the brigands had spies in every place. Therefore she answered with gay carelessness. She was riding for pleasure; she was slightly fatigued and thirsty. If the brave Senor Capitan (flattering him with a higher rank) would kindly escort her into the hotel, order wine and a bit of lunch, and see that her wheel was cared for, the thanks of a lady should repay him. They went in; servants flew at his bidding; for an instant only they were alone. In that instant she told her story.

"Two wagons laden with silver from Los Midas will be ambushed by brigands at the spring in the bowl to-morrow morning, about 8 o'clock. I have come to warn the military. Stop! (he was hurrying out with a disturbed countenance). Look smiling Senor Capitan; you are watched by spies. Make no move for two hours; then none that can be suspected. Many thanks, Senor, for your courtesy (as the landlord and servants entered, bearing refreshments). When you visit Los Midas fail not to dine with my father. He shall welcome you; and I—"

She laughed happily and offered her hand, over which the young officer gallantly bent. Then he went out, zealously looked after her wheel, and strutted the parade with a simulated smirk that challenged the village to behold a cavalier who had made an indelible impression upon the heart of the foreign fair at first view!

When Isabel came out he flew to assist her to mount, and stood uncovered chatting gallantly till she had ridden beyond the plaza. Then he idled airily about, receiving the admiration of the populace. But under this simulated demeanor he was thinking.

About 11 o'clock four soldiers, off duty for the day, went a-fishing in quite an opposite direction from the headquarters of the regiment, which was encamped in a town nine miles distant. As soon as these four were well hidden in the wood, one dropped out, lay in a thicket long enough to make sure they were not followed, then skirted around the village and went off to headquarters through woods and by-trails, at the fastest pace of a Mexican runner, returning in time to go home with his comrades before the evening parade, with his share of fish.

Isabel's ride home was not pleasant; but lest the road was watched, she made it seem pleasant. She rode leisurely; she halted now and then to gather rare flowers; she stopped at the spring to drink. She reached home unbreathed, apparently as carelessly happy as usual. She bade Pepe clean and put away her wheel with her usual calm indifference. She took her usual siesta, and kept her father and Jack Gregg amused with her witty sallies at the dinner table. How softly charming she was with those she loved.

After dinner she laughingly bantered Jack to play her a game of dominoes. He would have excused himself, business being pressing just then, but a warning glance made him obey her wish. While they played, chatting happy nonsense, she managed to tell her tale unsuspected. She could depend upon Jack's nerve and quick wit, hence she told him rather than her hot-tempered father. Jack did not show by a single muscle anything strange. He lit his cigar and strolled to the office whistling, and speaking to the men he passed exactly as usual. He stopped a minute to start a race between two Mexican urchins for the prize of the smallest Mexican coin. No observer could suspect him of carrying an anxious secret.

It had been the custom to send treasure under escort of half-a-dozen Mexicans and two Californians, whose reputation for pluck, strength, and accurate shooting made the two more dreaded than a dozen ordinary men. This time the silver bars were piled across the ends and along the sides of the wagons, so as to make bullet-proof defenses. In each wagon lay concealed four Californians, with Winchester rifles and revolvers. This in addition to the usual escort. This was done at the last moment, so that no one at the mine noticed it except Pepe. He perceived at once the presence of the Californians;

and the evident perturbation of the Mexican escort, as the wagons passed, made him suspect.

He stole away toward the forest to warn Perez. But before he left the road the senorita flashed past him on her wheel. She turned a few yards beyond, dismounted, and ordered him back to the house, where, she said, she had work for him to do. Pepe hesitated. He suspected her. Who else could have betrayed the secret? Why was she gone so long yesterday? He glanced about. They were alone; the woods were near. She had caused him the loss of an inheritance; and now this probable loss of the silver. He hated her, the fair American devil. Suddenly he drew a knife and ran at her. Click! He recoiled, shaking with terror, before the gaping muzzle of the silver-hilted revolver, with two coldly beautiful blue eyes gleaming behind it. Not a tremor in that steady white hand. Pitiless command in that lovely face. Slowly he let fall his knife, and walked with sullen reluctance back to the house, followed by his terrible mistress, who put away her weapon also, and talked pleasantly, whenever they passed anybody, of the work she wished him to do. And he dare not attempt escape. It must be that there was some heretic spell in those fearless blue eyes.

All that forenoon Pepe was kept busy. Never a moment was he permitted to leave the rooms which the senorita made him rearrange; never once had he a chance to exchange word or signal with any other servant, if he wished it.

About noon there was a prodigious excitement in Los Midas. A whole regiment of Mexican infantry and the Californians of the escort, all unhurt, except one who carried his left wrist in a sling, marched into the place, bringing with them a file of fettered brigands, half of them faint and bloody with wounds. Others were borne upon litters, with some hurt soldiers. Among these was Perez, the brigand chief who had long been the terror of the district, dying, with a rifle ball through his chest.

The Mexican colonel and his officers dined with Senor Welby, and talked of the capture. Never was a victory more complete. The entire rim of the bowl had been silently occupied about sunrise, after the brigands had gone into ambush below. When the wagons halted beside the spring, their escort instantly dropped into cover. At the first stir from the ambush, the concealed Californians opened a rifle fire of deliberate and fatal accuracy. The regiment charge down from the hills. Not one brigand escaped.

The colonel begged Senor Welby, and more especially the brave and beautiful American senorita, to accept the thanks of the regiment and of the Mexican government for the warning that his lieutenant Chaldez had received, and so sagaciously used. But how did the brave senorita learn of the plot?

She pointed to Pepe.

"He is the one to be thanked, Senor Colonel. Faithful servant! He betrayed the brigands to his mistress, whom he had cunningly pretended to hate, so as to avoid being suspected by the spies of Perez."

Whereupon the colonel formally thanked Pepe, and gave him a purse full of coin, saying it was the reward offered by the government. Senor Welby added to the purse a ring of gold, with his thanks. All this before the throng of servants and a number of Mexican guests.

Pepe would have denied and refused the gifts. But there was a threatening spark in the eyes of the colonel and Senor Welby that he dare not disregard. They dismissed him with smiling gratitude, behind which he read a death sentence. He took their gifts with shaking hands and pallid face, and walked unsteadily out of the room, cursing in his heart the superior wile of his dreaded mistress. There was not one of the doomed brigands who had not some relation or friend among the populace. A hundred unknown knives were already sharpened for the betrayer's heart. Almost he had rather be one of the fettered prisoners. Denial would do him no good. Explanation would be useless. Who would believe him after these public thanks and rewards? Perhaps he could still escape. The forest was near; the mountains had many secret paths leading out of that state. Instant flight might elude vengeance. He stole secretly away to the woods, and was never heard of more, unless it was his skeleton that was found, a few months later, nailed to a tree in a secret recess of the mountains.

Lieutenant Chaldez made another and still stronger impression in Los Midas. But it was upon the heart of a pretty Mexican senorita. The rich American senorita had too evidently been pre-empted by Senor Jack Gregg. Often thereafter they two, mounted on shining wheels, fearlessly explored the great Mexican highway, and gathered rare tropical flowers and strangely beautiful birds and insects. His wheel bore one of the deadly Gringo rifles fitted to an ingenious rest, hers the silver-hilted revolver, handy to her grasp. But none ever molested or even scowled at them. They were a strange and happy attraction, of which the people boasted as the prettiest spectacle in the Land of the Sun, and the chief distinction of Los Midas.

William Blair, captain of the Chicago Century Wheelmen, surprised his club mates last week by announcing his approaching marriage to Miss Eva McIlwee. January 10 is the date set for the event to take place.

*Le Cycliste Belge* gives the following table of the relative values due to machines, tires etc., when a record is broken: Fifty per cent. to the maker of the tire, 30 per cent. to the maker of the machine, 15 per cent. to the track proprietors, 3 per cent. to the maker of the rider's shoes. There remains, therefore, 2 per cent. for the rider.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.



Unfaithful Pepe caught.



## BUSINESS FOR 1894.

BY BRAKESPEARE.

It may be said, almost without fear of contradiction, that the year of 1894 will see such a change in the bicycle business that it will be looked to almost as the beginning of a new era, somewhat resembling those marking the end of the high wheel and of the solid-tired safety.

During the past year the featherweight safety has been weighed in the balance and not found wanting. It was with many forebodings that the 1893 wheels were put forth, and many breakages were expected even by the more sanguine. That they stood up in the grand manner they have is a matter for congratulation. It has put an end to the discussion as to the adaptability of the light wheel for our uses.

It being once settled that

### Light Wheels are Eminently Practicable,

the manufacturers can turn them out with the confidence that they will be sought by all who can afford to purchase the best. They will command the highest prices, just as the best articles in other lines do, and no one will expect to buy one for the same price as a heavier and cheaper wheel. In this way the opening wedge will be driven, and the bicycle trade be divided, as it should be, into different grades of wheels, a change which can not but be beneficial. In the past, makers have been too much like a flock of sheep; they built their wheels in their several ways, some good, some bad, but all listed at one price. It made no difference what the weight was, or the grade, or the actual selling price; all were listed at the universal \$135 or \$150, and all were claimed to be equal to the best.

When the new way has had time to reach maturity, the prospective purchaser of a bicycle will have submitted for his inspection a variety of wheels, their

### Price Depending upon Their Weight and Grade.

His choice will depend upon the contents of his pocket-book; if it is well filled he will get the best; while if he is illy supplied with this world's goods he will be obliged to content himself with something that corresponds with his purse.

It is here, too, that one of the wonderful possibilities of the bicycle business comes in. Nowhere, perhaps, is the best more earnestly desired than in bicycles, and in no other business are the changes and improvements more rapid. The wheel of today, to the rider perfect in every respect,—beautiful, light, easy-running,—is the back number of tomorrow, and the only safe plan for the owner of a back-number who does not want to spend money for an up-to-date mount is to steer clear of the latter. Let him but try it once and all enjoyment of the former, all contentment with it, is gone. Not only is this true of the racing man who imagines that his opponent's victory is caused by the superiority of his wheel, but by the staid rider who never indulges in a scorch. Let him once try a wheel that he can push more easily than his own and he covets it. As he does the work, he feels the slightest decrease in it, and wants to equip himself with the improved pattern,

### No Matter What the Cost.

To the owners of cheap wheels the above applies still more strongly. Until the past season (and then only to a very limited extent) the cheap wheel added to its many other defects the one of being different in design from the high grades. Very few were the makers who even made an attempt to adapt the popular Humber frame, and the modern desideratum lightness, to the cheaper wheels, the majority seeming to labor under the delusion that beauty and lightness and cheapness were incompatible. Thus the cheap wheel bore in plain sight the sign of its plebeian origin, and it could be spotted at a glance. To the rider of such a wheel, then, the most ardent wish was to exchange it for a high-grade wheel.

In the future all this will be changed. The old makers of cheap wheels (then compelled to copy, in outward appearance at least, the high-grade models), and the recent additions to their number, will be reinforced by many makers who have in the past listed a medium grade at the price of a high grade and sold it for whatever they could get for it. They will make a virtue of necessity and

### List Goods at their Real Value

and their pecuniary reward will, perhaps, be as great as in the days of their dishonesty. The wheels they turn out will be copies of the best ones on the market, but no one—hardly the veriest novice—will be deceived in them, or believe that they are anything but what they appear to be—value for the money asked for them.

Thus the course of the various manufacturers will be divided, and they will go their several ways. Some will confine themselves to the best, others will make both kinds, while yet a third contingent will pin their faith to the god of cheapness. The two classes of makers will not compete, and the one will not have to do battle with a price-cutting foe, nor the other cheapen his product so as to sell below list price. From this will much benefit accrue to both classes of makers, and one great bone of contention will be removed.

### The Stability of the Present Patterns,

and the absence of any radical changes being made in '94 wheels, is another thing for which we all have cause to be thankful. The cost of production will be thereby lessened, and the much-talked of reduction in price made a possibility. A decided change in designs and a lowering of list price, both coming in one year, could hardly fail to have a disastrous effect, and the

absence of the one enables us to receive the other with a much more agreeable air.

With a reduction in price there is sure to come a narrowing of the guarantee. Much as there is to be said on both sides of this vexed question, it is undeniable that the guarantee has frequently been abused, and an effort will be made, reduction or no reduction, to confine it within narrower limits. Whether it would be successful in the absence of the lower price is doubtful, as the temptation would be great to cut into a rival's business by means of a guarantee; but it is more than probable that the two go hand in hand, and that if the list price be lowered the restricted guarantee will be found ranged alongside of it.

If a revival of business is in sight by next spring, the very cause that has this year carried gloom to many a heart will be

### The Means of Raising the Load

then. The men who have held off until the coming of better days before laying out such a sum of money as would be necessary to buy a bicycle, would then come forward and pour their hoarded gold into the laps of the waiting makers.

One of the greatest ills in the past has been the presence in the trade of many makers and dealers who had no business there. The former built wheels that they had no sale for, and were glad to get rid of at any cut price. The latter cut prices in order to make inroads upon the business of their rivals, and thus did much to demoralize the retail trade. The silver lining to the cloud of business trouble that has passed over our horizon is the havoc that has been wrought among these weak and worthless firms, many of which will never raise their heads again. Their absence will tend to restore the confidence of the reliable firms, and remove what has been an annoyance, however remote.

The downfall of these unstable concerns has thrown on the market thousands of wheels which had to be sold for whatever they would bring. A large portion of them

### Went to the Auction Rooms

and were there sold for prices that almost make one shiver to think of. Besides this, some makers who were loaded with obsolete patterns took advantage of these same auction sales to reduce their surplus, realizing but little better prices than the forced-sale wheels. It is reasonable to assume that the end of this sort of business is about at hand, and that the auction trade will suffer a serious falling off next year. It is true that not a few makers were this year obliged to carry over part of their output, but it is stock that is comparatively modern, and for which there will be a good demand at moderate prices, and there should be little trouble in disposing of it.

I can not but come to the conclusion, then, that everything is ready for a good, healthy trade next year, the one thing needful being a brightening of the financial skies. Given that, we need have little fear that everything else will go well, and feel secure in the confidence that brighter days are at hand in this our darkest hour.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.



PAUL GROSCH, OF PASSAIC, N. J.





## These are but a few

of the many words of  
commendation we have  
received on the Christ-  
mas number.

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### GREAT CHRISTMAS EFFORT.

#### "The Bearings" Breaks All Previous Records.

It is not often that a cycling paper turns itself loose like THE BEARINGS, of this city, has done this year. Its Christmas number is just out, and that number is an object lesson to the non-cycling world. A weekly paper that can print a 250-page number overflowing with the most interesting material, both artistic and literary, to say nothing at all of its advertisements, must surely represent a powerful interest and an important industry. THE BEARINGS' Christmas number is a work of art from cover to cover. It is equal in the excellence of its illustrations and its typography to the best efforts of "Puck," "Judge," and the rest of the New York weeklies, and its literary contents are of the first order. A most interesting article is one which describes and illustrates the famous Elgin-Aurora century road race.—**Chicago Evening Post.**

#### "IS A MARVEL."

In a half-column review under this heading the Milwaukee "Daily News" says:

To say that the Christmas number of THE BEARINGS is a very creditable publication is putting it mildly. It is doubted if ever a more complete and creditable, as well as useful and handsome publication, has issued from the office of any sporting paper. The Christmas number is a marvel. It was prepared with care and ability. The printing is good. So is the paper. The illustrations are artistic and of almost every kind that may interest wheelmen.

#### "THE CYCLING AUTHORITY."

The New Orleans "Times-Democrat" in its review says:

The Christmas number of THE BEARINGS shows the success of that wide awake and progressive wheel journal. The illuminated covers contain 248 pages, of which ninety-six are devoted to advertisements. This shows how greatly is "the cycling authority of America" appreciated in the trade.

#### "WILL PAY YOU TO GET A COPY."

THE BEARINGS, of Chicago, outdid its past efforts in this year's Christmas edition. In its scores of pages are interesting cycling stories, an array of statistics, and a complete presentation of the cycling world. One of the prettiest features is the list of full-page photographs of prominent racing men, each one of which is suitable to frame. The trade description is elaborate and full of interest to dealers and riders. It will pay you to obtain a copy.—**Buffalo Commercial.**

#### "A NEWSPAPER TRIUMPH."

The Christmas issue of THE BEARINGS is a splendid evidence of the grand progress of wheeling in America. Both from a literary and artistic point of view, it leaves little to be desired.—**Sports Afield.**

#### "CLAIMS PRIDE OF PLACE."

In reviewing the different holiday editions of the cycling papers the "Bicycling World" says:

... but THE BEARINGS claims pride of place no less from the wonderful amount of matter it contains—which, by the way, is far above the average in quality—than from the numerous fine illustrations which set forth that reading, as well as the colored plates of the noted riders of the cycling path.

Oh, what a paper, the Christmas BEARINGS! I congratulate you, gentlemen. The get up, make up, printing, and general "get there" appearance was never equaled in a publication of any character. Long live THE BEARINGS and its promoters.—**J. E. Poorman.**

#### ITS BEARINGS WELL TAKEN.

The Christmas numbers of several of the cycling papers greeted us Christmas morning with their garlands of enterprise and wealth of thought and ingenuity. THE BEARINGS, with its beautifully colored cover, and its handsomely tinted engravures of the prominent racing men, was not only very attractive in form but blushed with the skill of its artists and editorial sayings. It gives us pleasure to compare this live paper of today with that of a couple of years past and notice its great advancement. Its bearings are well taken and its soundings deep, and Editor Barrett has our hearty congratulations in his success.—**Cycle Guide.**

#### SIMPLY IMMENSE.

THE BEARINGS' Christmas number is simply immense. Fourteen full-page plates of prominent racing men are scattered through its pages, while a half-dozen superbly-colored plates of record-breakers accompany the issue. There is a wealth of interesting reading matter by well-known writers, and numerous valuable articles on trade topics.—**Cycling.**

It is an educator.—**G. W. Burnham.**

We are proud to be among your advertisers.—**Central Cycle Mfg. Co.**

The Christmas BEARINGS is certainly a gem in every respect.—**A. U. Betts & Co.**

Your beautiful Christmas number is certainly a grand conception and a magnificent gift to the readers of THE BEARINGS. The amount of energy and money expended must have been something colossal.—**Paul Ramser.**



## EXPERIENCES OF A CYCLE AUCTIONEER.

BY J. ELMER PRATT.

Do auctions affect the reputation of a bicycle or have a demoralizing effect on the trade? My experience as a bicycle auctioneer may interest some of the readers of *THE BEARINGS*, and at the same time prove instructive to those who may contemplate embarking in the business. During the past summer I was detailed by one of the large makers whom I had represented on the road for several years, to dispose of a quantity of fifty-pound spring-frame wheels of '92 patterns. The northwest (which had been in the hands of a large jobber who had "buried" the reputation of these goods so deep that it would require two or three years to dig it up and make a successful business again) was selected as the best country in which to try the experiment. These particular wheels had an uncommonly "black eye" throughout this territory, and I was told they would not sell for \$25 each. After going over the ground and canvassing the trade pretty thoroughly I came to the conclusion that "auctions" and "manufacturers' sales" would close out the stock for *cash* the quickest and with the least expense. At first I got pretty good prices for the wheels—that is, \$75 to \$90—but as the season advanced the prices were not so good. One of the first cities I visited was Minneapolis, and I sold several at \$65 to \$85. Then I ran up to Duluth, Minn., arranged for a sale and ordered fifty wheels sent up there. They came by express. I rented a room, got 2,000 one-sheet posters, billed the city one week in advance of the day of sale, and used a half-page in each morning and evening paper to tell the people what a snap I was going to give them on Saturday, July 29. The following is the verbatim wording of a part of one of our "ads."

### Sale of Bicycles at Manufacturer's Cost!

ON SATURDAY, JULY 29,

We will offer for sale in the City of Duluth,

### 50 Spring-Frame Bicycles

Fitted with the greatest of all great tires,

**THE — & — CORRUGATED PNEUMATIC**  
AND CUSHION TIRES.

We are representing the makers of these goods, and will sell them at prices that will defy competition.

**Remember**, there are but 50 of these excellent wheels, 22 cushion and 28 pneumatics, all with that

**INCOMPARABLE SPRING FRAME,**

with which a cushion tire rides as easily as a rigid frame pneumatic. We have no **Zimmerman** racers. His machines weigh but 26 pounds. These are built for business; heavy enough and strong enough to carry any rider over any road at any speed. See daily papers or call on

**J. ELMER PRATT, Spaulding Hotel, Room 138.**

I had a fine border of fifty spring frames around the whole sheet, which was printed in colors. In the daily papers our half-page "ad" was usually the first half of the front page, and was written in such a manner as to impress our readers with the details of our machines and their advantages, such as little front wheels, their advantage over big ones for hill climbing (Duluth is very hilly); corrugated tires, to prevent slipping (Duluth is paved with cedar blocks); springs in the frame to absorb all "that jarring" caused by the rough streets. Also the advantage of a fifty-pound spring-frame wheel over a thirty-pound rigid frame.

I "blew in" \$118 for advertising before I opened up, and when I did open I had a crowd. For three days I exhibited the wheel and tire, rode down stairs and up high curbs; climbed hills that had never been climbed before, and made myself generally useful. I sold four or five at private sale for \$15 to \$25 more than we expected to get for them on Saturday, guaranteeing that we would refund them the difference between their price and any price below that, which I might sell at, and I kept my word. The price I asked was \$75 and \$85 for pneumatics and \$65 for cushions. I expected to sell at \$60 and \$65 for pneumatics and whatever I could get for cushions. Before the sale I would trade for anything in the shape of a bicycle for \$60 cash and the old wheel. Saturday came and I imported that genial hustler, E. W. Aldrich, of Minneapolis, who can say more funny things and sell more goods at auction than most men of his profession. The first three hours we sold twenty-three wheels, nearly all cushion tires. We sold the second-hand ones which we had traded for at from \$10 to \$30. When we began to sell pneumatics we started them at \$50. An offer had been made us of that amount on five of the lot, and behind this fortification we hustled out all but three (for more than that price), which we shipped to the parties who had made us the offer, although I could have sold them for more had we wished to waste time bantering. The receipts for this sale netted about \$2,500 cash. I took particular pains to notice to whom we sold the wheels, and with four or five exceptions the buyers had to "lead" the wheel home or call a dray.

Duluth dealers, or I should say a *dealer* (as Joe Dodge is about the only successful dealer in the city), did not like it a "little bit" at first, but before I left he came in and asked me to come again, saying, "You have sold to people whom I've tried to induce to buy for five years; they never would pay \$150 for a bicycle if they lived to be a thousand; maybe I can sell them a modern mount next year. Come again, old man, and wake up the rest of them." I understand that he has sold some of these parties \$150 machines since I left. Bank failures had no apparent effect on the business.

I never failed in a single instance to close out the wheels, and I never had less than fifty wheels in a shipment. Duluth now is a better bicycle town than when I went there, and I feel quite certain that the sale in that city benefited rather than demoralized the business. I carried on these sales with little or no opposition from local dealers until we got to Oshkosh, Wis., when I ran up against a Jay dealer and editor who came pretty nearly (?) "doing" me. Before trying to sell anything I saw the aforesaid dealer—who, by the way, is an old timer—and asked him if he had any objections to my holding a sale. He was apparently indifferent; said he "was sure I could not sell ten wheels of that style for \$10 each; he had killed that wheel too dead; hadn't been one sold there since he gave up the agency, etc. Yes, sure, come right on, glad to have you stir the people up. We'll get some cheap off patterns and advertise a sale too."

Two weeks later I had fifty wheels in a big storeroom on Main street, had the town billed with big colored posters, a half or quarter page in all the papers, and hand-bills and cards distributed. For three days I never sold a bicycle. Something was wrong, something must be done. I set a decoy, and on a "bluff" sold a wheel and was arrested by a state officer. I paid my \$15.50 license, and tried again, but was arrested the next day by a city officer. I paid \$25 more, and then hung out an auctioneer's flag, and was "pulled" again. I had no auctioneer's license, which cost \$300, or \$25 a day and 2 per cent. of gross sales. I was just a little provoked, knowing, as I did, that my friend, the editor, was after me.

I paid my fines, went to the newspaper offices, "sugared" them, got a good "roasting" from them for pirating, and used a half-page to reproduce my licenses and the warrants for my arrest, etc. I informed the people of that vicinity that I had a half million behind me, that no power on earth could now prevent me from giving them the best bicycle in the world, and that too at a price that would cause any auctioneer that ever stepped on a block to blush with shame. That night I had sold just seventeen wheels; the next morning's paper had the names of seventeen men who had bought wheels, and at noon that Saturday I hadn't a wheel left, and was selling old crocks with solid tires for \$25 to \$35, which the boys brought in and left for me to sell. I went back again and gave them another dose. I sold just 117 new wheels in that town. The last day of the first sale I could not take the money as fast as the wheels were bought. My competitor tried to stop the rush to our store by issuing a 4x5 hand-bill, printed in red ink, but it only served to sharpen the appetite of the public and hurry them down to "that Chicago fellow's store."

I held similar sales at Milwaukee and again at Minneapolis, all of which were successful, and in each case I could have sold more wheels if I had had them.

What was the effect of these sales? Just this: New converts; men who would never pay \$150 for a bicycle. They became riders, and many of them are now riding \$150 mounts. They learned to ride, wanted a lighter wheel, found a ready market for their heavy wheels, simply because they could be sold cheaply, and they invested enough more to get a fine light mount. Agents who went in and helped to make these sales a success, by giving their time and store up for a week's sale, not only made money but got the best of all their competitors by getting the reputation of being *the* place to get the *best* bicycle the cheapest. They also got more advertising in one week than they would ordinarily get in two years.

A little advice to those who *might* think of trying this method of selling their over stock. Don't attempt to sell light wheels in this way, unless you can get out of town within twenty-four hours after you sell your first half-dozen or so. Don't try it unless you know how to advertise, bluff, and fake. If you do, you will fail *sure*.

### Stearns Claim Records for Johnson.

It may interest many to know how E. C. Stearns & Co. regard the records made by Bliss and Dirnberger. In their "Yellow Fellow" they say:

A word about records on the bicycle. You must not be misled by the news from Birmingham, Ala., that Bliss and Dirnberger have eclipsed the performances of John S. Johnson on his Stearns at Independence, Ia. Johnson still holds all records up to and including the two-thirds mile. Under the ruling of the Racing Board of the L. A. W., records made when the rider is paced by a horse have no standing in the court of competition. Johnson's trials at Independence, save that for the mile records, were strictly according to the official rule. He went against the records for the mile part of the way to the footfalls of a thoroughbred, but at all the other distances for which this extraordinary rider set new marks the pacemaking rested with a triplet and quadruplet. What the little whirlwind would have done had he ransacked the blue grass of Kentucky for a Salvador to lead him in a wild dash down the stretch, the imagination can only guess. Is there a clock in Christendom which would tick fast enough to catch him? Johnson and the Stearns, however, are not guessing. It is glory enough to have won, in pursuance of a rigid rule of wheeling law as laid down by the Racing Board, the records for the various fractions of a mile.

Rouse, Hazard & Co., Peoria, Ill., control the sale of the Western Wheel Works' line for Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, and Oklahoma. Exclusive sale of the goods will be given to one agent only in a town and traveling men will start out at once to cover the territory thoroughly. The improvement in the line for 1894 makes the line more desirable and salable than ever.



## The Columbia Catalogue for 1894.

Describes fully our new line of wheels and is by far the handsomest and most comprehensive ever issued by a bicycle establishment. It is artistic in design and beautifully printed and illustrated. Its pages are alive with interesting matter pertaining to cycling, and should be read by every intending purchaser of a bicycle. We mail it on receipt of two two-cent stamps, or it may be obtained free at any Columbia agency. . . . .

## The Columbia Pad Calendar.

Has reached its ninth year and has become one of our regular institutions. In acknowledgment of the public appreciation of our previous calendars, which have proved so popular, we have endeavored to make the 1894 edition, which is now ready for delivery, unusually bright and attractive. It is mounted on an enameled stand of new and convenient pattern, and its daily leaves contain many interesting contributions concerning the value of outdoor exercise, cycling, and good roads, interspersed with some clever pen pictures, while on each page we have left ample blank space for daily memoranda. We mail this calendar to any address for seven two-cent stamps. . . . .

**1894 Standard Columbia Price \$125.**

**POPE MFG. CO.**

**Branch Houses:**

12 Warren St., New York.  
291 Wabash Ave., Chicago.  
Hartford, Conn.

**221 Columbus Ave., BOSTON.**

MENTION THE BEARINGS.

## Pneumatic Tires

For **BICYCLES**  
And **CARRIAGES**

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

**Hartford Rubber Works Co.**

HARTFORD, CONN.

MENTION THE BEARINGS

## The Hartford Safeties

FOR **1894**

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

**The Hartford Cycle Co.**

HARTFORD, CONN.

MENTION THE BEARINGS



THE  
**BEARINGS**  
Cycling  
Authority  
America

# Western Wheel Works



CRESCENT, 28-inch, 30 lbs., \$75.00.



CRESCENT, 26-inch, 27 lbs., \$50.00.



CRESCENT, 26-inch, 25 lbs., \$40.00.



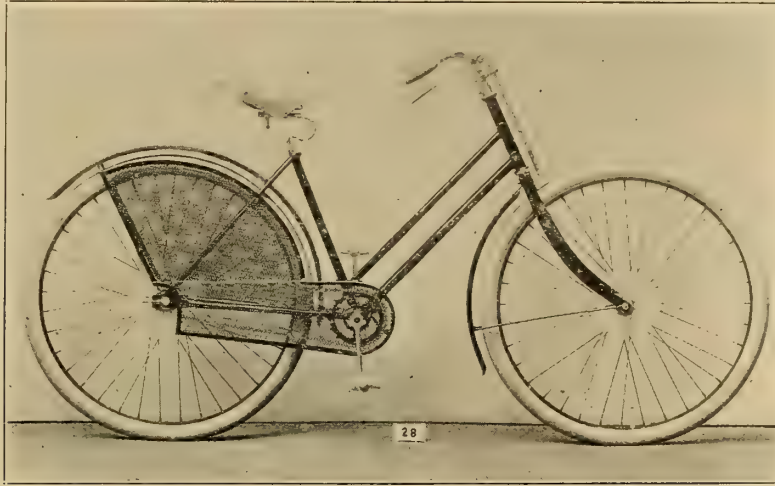
DOUBLE DIAMOND CRESCENT, 30 lbs., \$25.00.

CHICAGO AND NEW YORK.

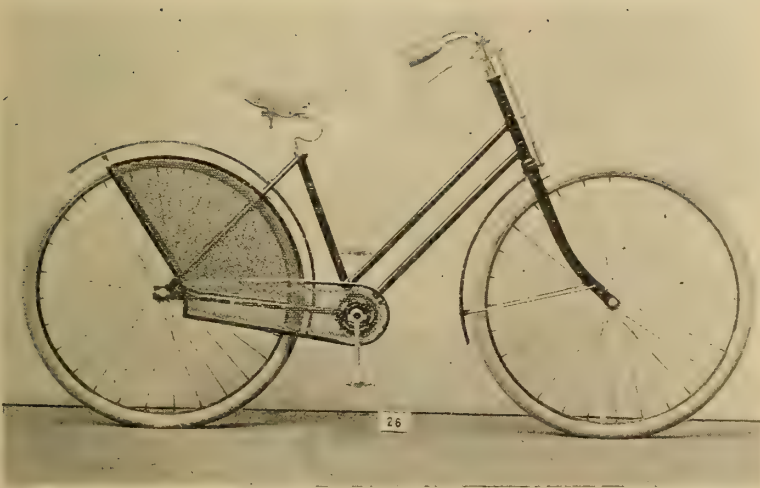
MENTION THE BEARINGS.



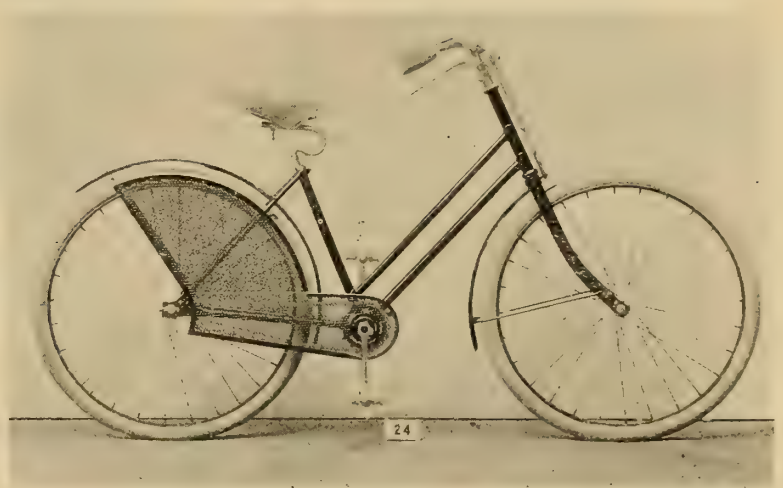
# Western Wheel Works



LADIES' CRESCENT, 37 lbs., \$75.00.



LADIES' CRESCENT, 32 lbs., \$50.00.



LADIES' CRESCENT, 30 lbs., \$40.00.



CRESCENT, 25 lbs., \$20.00.

CHICAGO AND NEW YORK.

MENTION THE BEARINGS.



...THE...

# CLEVELAND

HAS MOUNTED THE

## Ladder of Success

To the Topmost Round.

Sorry to leave the others so far  
behind, but —

The • **Cleveland**

IS BUILT THAT WAY.

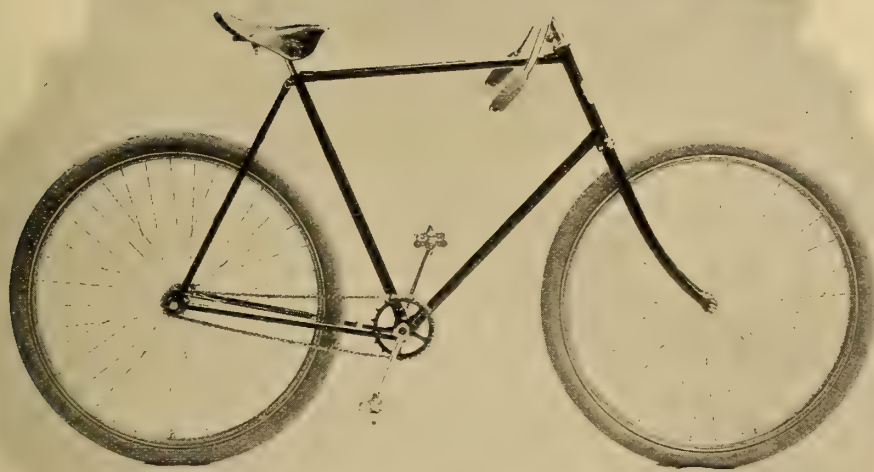


The Light-Running and Resilient Cleveland Thread Tire Would assist any Wheel to RISE.

# H. A. LOZIER & CO



# '94 CLEVELANDS EVEN BETTER THAN '93 CLEVELANDS.



CLEVELAND No. 11.

Combination Wood and Steel Clincher Rim, Thread Tire.

Narrow Tread.

Choice of

Flat or Round Forks.

Improved Chain

and...

Sprocket Wheel

Construction.

## Our '94 Line.

|                    |   |   |   |   |                |
|--------------------|---|---|---|---|----------------|
| No. 7              | - | - | - | - | Price \$110 00 |
| " 8                | - | - | - | - | " 135 00       |
| " 9                | - | - | - | - | " 125 00       |
| " 10 Ladies' Wheel | - | - | - | - | " 125 00       |
| " 11               | - | - | - | - | " 150 00       |
| " 12 Racer         | - | - | - | - | " 165 00       |



CLEVELAND No. 4.

Cleveland Clincher Steel Rim and Tire.

Each and every wheel guaranteed to be  
STRICTLY HIGH GRADE.

*Every Bicycle Agent and Dealer will find it to his interest to see what we have to offer  
before deciding on his line for 1894. Send for Catalogue.*

# Cleveland, Ohio.







**THE BEARINGS**  
Cycling Authority America

...THE...

# CLEVELAND

HAS MOUNTED THE

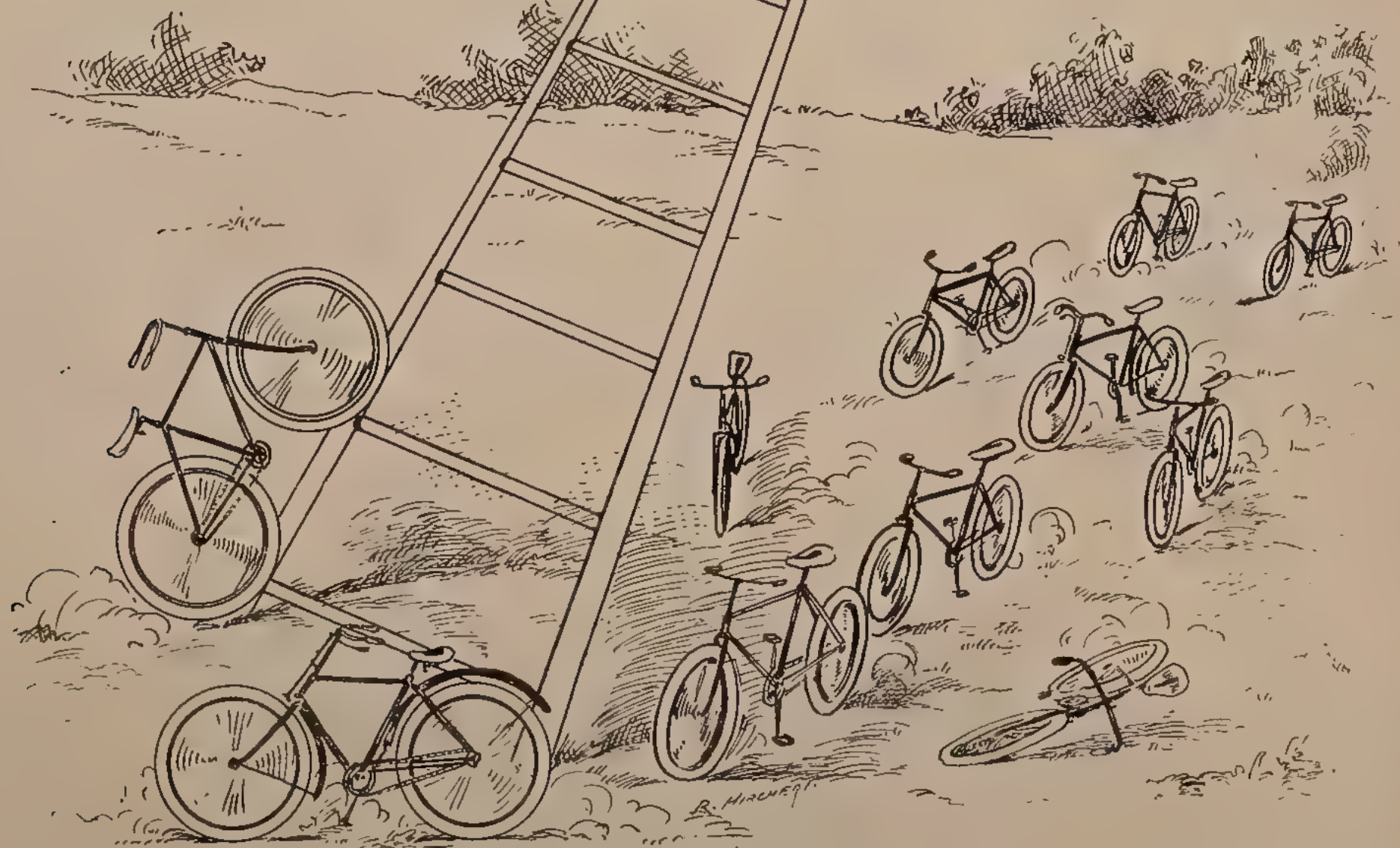
## Ladder of Success

To the Topmost Round.

Sorry to leave the others so far behind, but

The **Cleveland**

IS BUILT THAT WAY.



The Light-Running and Resilient Cleveland Thread Tire Would assist any Wheel to RISE.

**THE BEARINGS**  
Cycling Authority America

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| " 10 Ladies' Wheel | - | - | - | - | " 125 00       |
| " 11               | - | - | - | - | " 150 00       |
| " 12 Racer         | - | - | - | - | " 165 00       |

♦ ♦ ♦

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# H. A. LOZIER & CO. Cleveland, Ohio.

MENTION THE BEARINGS

MENTION THE BEARINGS.



# THE SUCCESS OF 1893!

*Sw-Mi-Num.* Aluminum  
Bicycle.

Every claim ever made for it has been fully substantiated by dozens and hundreds of riders throughout every State in the Union. Nothing but success and enthusiasm has attended its introduction.

*It is a Novelty.*

*A Meritorious Novelty.*

*And what the People have been waiting for for Years.*

**OUR GUARANTEE IS THE STRONGEST EVER GIVEN.**

**WE HAVE TESTIMONIALS BY THE DOZEN.**

WATCH THESE COLUMNS FOR  
INFORMATION REGARDING  
NEXT SEASON'S PLANS.

*We have Challenged the World  
for Months, and the World  
don't come to Time.*

**WATCH THESE COLUMNS FOR  
CUTS AND DESCRIPTION OF  
NEXT SEASON'S PATTERNS.**

1894 CATALOGUE READY JAN. 10th.

1894 PATTERNS READY JAN. 15th.

Our machine is to be the most prominent one of the crop of 1894 improvements, and dealers and riders cannot afford to overlook it.

Write to us, we will send an interesting answer.

INCORPORATED 1873.

**CAPITAL, FULL PAID, \$500,000.**

MENTION THE BEARINGS.

# ST. LOUIS REFRIGERATORS

**THE ONLY ALUMINUM BICYCLE**



# THE REVOLUTION OF 1894!

---

## WE THOROUGHLY TEST

---

Every *Lu-Mi-Num.* Bicycle

BEFORE IT LEAVES OUR HANDS.

---

*The Framework is made to carry a load of*  
**ONE TON**

~ BEFORE WE PASS IT. ~

*You KNOW your LU-MI-NUM is perfect and  
free from flaws when you get it.*

---

### READ THIS:

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,  
Main St. and Park Ave., City.

ST. LOUIS, MO., Dec. 1st, 1893.

GENTLEMEN: Relative to my visit to your offices to-day and my examination and trial of your testing apparatus I beg to report as follows:

I find your apparatus is scientifically constructed and perfectly accurate, and reliable for testing bicycle parts of all kinds and determining the qualities of the materials you use, and what work the parts will perform.

It is of ample capacity to test a frame up to 6,000 lbs., with additional overweights. In my test to-day with one of your standard pattern frames, I applied various loads up to the present maximum capacity of the machine, namely, **3,620 pounds.**

Your aluminum frame *carried this load* at the seat-post socket for some fifteen minutes before breaking. It had previously carried a load of 2,800 lbs. for three hours and had taken a permanent deflection of less than one-eighth of an inch.

Your apparatus is particularly well adapted to making rapid tests, and with it you can fully carry out your plans of testing all of your frames up to 2,000 pounds, rapidly and with perfect accuracy. As your load is weighed on standard scales and not computed from a pressure gauge, an inherent error is impossible. Nor can the apparatus get out of order without the fault becoming immediately evident.

Yours truly,

J. B. JOHNSON,  
Professor, Civil Engineer, and Director Testing Laboratory,  
Washington University.

---

# WOODEN GUTTER CO., ST. LOUIS, MO.

MAKERS IN THE WORLD.

MENTION THE BEARINGS







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*And what the People have been waiting for for Years.*

♦♦♦♦♦♦♦♦♦♦

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WE HAVE TESTIMONIALS BY THE DOZEN.

|                                                                          |                                                                                  |                                                                               |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| WATCH THESE COLUMNS FOR<br>INFORMATION REGARDING<br>NEXT SEASON'S PLANS. | We have Challenged the World<br>for Months, and the World<br>don't come to Time. | WATCH THESE COLUMNS FOR<br>CUTS AND DESCRIPTION OF<br>NEXT SEASON'S PATTERNS. |
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BEFORE IT LEAVES OUR HANDS.

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**ONE TON**

~ BEFORE WE PASS IT. ~

You KNOW your LU-MI-NUM is perfect and  
free from flaws when you get it.

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St. LOUIS REFRIGERATOR & WOODEN GUTTER Co.,  
Main St. and Park Ave., City. St. LOUIS, Mo., Dec. 1st, 1893.

GENTLEMEN: Relative to my visit to your offices to-day and my examination and trial of your testing apparatus I beg to report as follows:

I find your apparatus is scientifically constructed and perfectly accurate, and reliable for testing bicycle parts of all kinds and determining the qualities of the materials you use, and what work the parts will perform.

It is of ample capacity to test a frame up to 6,000 lbs., with additional overweights. In my test to-day with one of your standard pattern frames, I applied various loads up to the present maximum capacity of the machine, namely, **3,620 pounds.**

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ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., ST. LOUIS, MO.  
MAKERS IN THE WORLD.  
MENTION THE BEARINGS



THE BEARINGS  
CYCLING AUTHORITY AMERICA



# OUR PRICES ARE NAMED, L

Strictly High-Grade Bicy

## \$90, \$100

IS THE PRIC

# MON

—> BICYCLES WILL BE

Absolutely the highest possible grade in all respects.

English Mannesmann Tubing, Steel Drop Forgings, Design and Workmanship

## FOUR STYLES

RANGING IN WEIGHT FROM 26 to 35 POUNDS.

Over 6,000 riders will tell you that MONARCH BICYCLES are THE BEST. Live more MONARCHS than any other wheel on the market. Catalogue ready

LOOK FOR US IN THE GALLERY AT THE NEW YORK





**THE BEARINGS**  
Cycling Authority America


**THE PROCESSION MOVE.**

s at Moderate Prices.

**AND \$125**

T WHICH

**ARROW**

D DURING 1894. 

urpassed.

**Monarch Cycle Co.**

Cor. Lake and Halsted Streets, CHICAGO.

RETAIL SALESROOM, 280 WABASH AVE.

C. F. GUYON CO., 97-99 Reade St., N. Y.

General Eastern Distributing and Sales Agents.

MENTION THE BEARINGS

THE H. H. KIFFE CO., 473 Broadway, N. Y.

Retail Agents for New York and Brooklyn.









**THE BEARINGS**  
Cycling Authority, America

**THE BEARINGS**  
Cycling Authority, America



# OUR PRICES ARE NAMED, LET THE PROCESSION MOVE.

Strictly High-Grade Bicycles at Moderate Prices.

## \$90, \$100, AND \$125

IS THE PRICE AT WHICH



# MONARCH

—❖— BICYCLES WILL BE SOLD DURING 1894. —❖—

Absolutely the highest possible grade in all respects.

English Mannesmann Tubing, Steel Drop Forgings, Design and Workmanship Unsurpassed.

### FOUR STYLES

RANGING IN WEIGHT FROM 26 to 35 POUNDS.

Over 6,000 riders will tell you that MONARCH BICYCLES are THE BEST. Live Agents can sell more MONARCHS than any other wheel on the market. Catalogue ready Feb. 1st.

LOOK FOR US IN THE GALLERY AT THE NEW YORK SHOW.

## Monarch Cycle Co.

Cor. Lake and Halsted Streets, CHICAGO.  
RETAIL SALESROOM, 280 WABASH AVE.

C. F. GUYON CO., 97-99 Reade St., N. Y.  
General Eastern Distributing and Sales Agents.  
MENTION THE BEARINGS

THE H. H. KIFFE CO., 473 Broadway, N. Y.  
Retail Agents for New York and Brooklyn.





**Call at Stand 55...**

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**New York Show**

SEE

Messrs. FOWLER, CAMPBELL,

and

HARADON

To say Nothing of the \_\_\_\_\_

**1894 Fowler Wheels.**

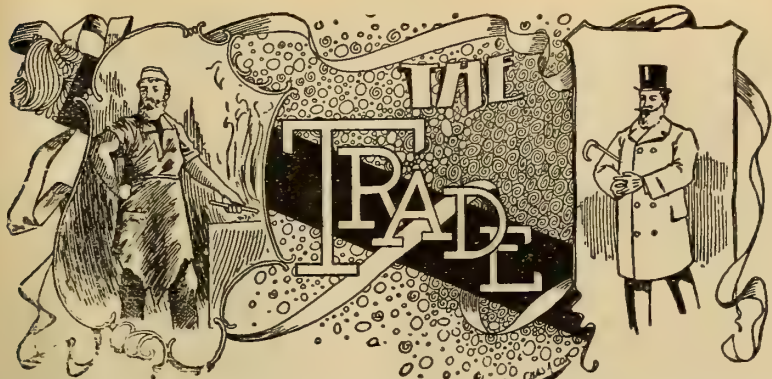
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**Hill Cycle Mfg. Co.**

**142-148 W. Washington St., CHICAGO.**

MENTION THE BEARINGS





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

*Is "The Bearings" a good advertising medium? The answer from the careful advertiser is emphatically "Yes." The last issue of the paper—no special edition—contains as many pages of advertising as its nearest competitor has of advertising and reading matter combined. Merit will tell.*

### RAMBLER PRICES.

**The Gormully & Jeffery Mfg. Co. Set their Figures at \$125 for Next Season—Description of Their Wheels.**

The Gormully & Jeffery Mfg. Co. have given out the following announcement concerning this year's wheels. They say:

"We owe an apology to our customers and agents for not being able to issue our new catalogue on the first day of January, as heretofore. The only excuse we can offer was our inability to commence work on it as early as we should have liked, on account of the unusual volume of work entailed on us by reason of the World's Columbian Exposition. We usually commence this work of preparing for the following year as early as September, but for the reason stated we could not make the usual commencement until after the first of November in 1893. The machines which we place on the market this season will be known as Nos. 7, 8, 9, and 6, ladies' Model B and ladies' Model C. No. 7 is our best all-around road wheel, our stand-by, weight about thirty pounds. It differs from the No. 4 of 1893 in many respects. The frame is higher, the head one and one-quarter inches longer, and the top rail of three-quarter inch tapered tubing, instead of five-eighths, and the lower rear frame is also braced with a bridge in front of the wheel for additional strength. The front fork is made with a new head, which will support the strain that formerly came on the fork stem, and thus relieve it from danger of breaking. The saddle will be of a new design and perfect in every way. The tool-bag is of new and improved form. The cranks will be six and one-half inches, with lighter arms and smaller and lighter make up generally. The front sprocket will be made in two sizes, with seventeen teeth and eighteen teeth respectively, the former, with an eight-tooth rear sprocket, making practically a sixty-inch gear, the latter to be used when the gear is wanted higher. The pedals will be of new and improved form. The wheels will be fitted with improved G. & J. tire and rim.

"No. 8 is a light touring and scorching wheel for the road, lighter in every way and slightly different in construction from the No. 7, and fitted with a light foot-brake. Weight about twenty-five pounds with all on. No. 9 is a racing wheel weighing nineteen pounds or less. No. 6 is intended for tall or heavy riders. This machine has thirty-inch wheels and weighs thirty-eight pounds. Model B, ladies' Rambler, will be the same as heretofore. Model C, ladies' Rambler, is similar to Model B, but has twenty-six inch wheels and is of somewhat lighter construction. This machine is especially adapted for light lady riders. Weight about thirty pounds.

#### List Price \$125.

"The list price in standard finish, with either steel or wood rims, \$125; full nickel, \$145; if desired with hard rubber rims, \$10 each extra.

"In the standard finish of the machines steel rims will be used, copper-plated finish or black enameled, as desired. The copperplate is a very attractive finish, but the enamel is much more durable.

"Wood rims will also be furnished when desired, at the same list price, but of their value we are not yet fully prepared to judge. We have made exhaustive experiments with this material for rims, and have succeeded in producing what we think, up to the present time, is the only successful detachable pneumatic tire with wood rim. We know that they are strong enough for the purpose intended, but how they will serve through an entire season, under all sorts of climatic changes and different kinds of riders, we can not tell until another season has passed over. We therefore only guarantee them as perfect in every way when sold. We advocate the steel rim until we have a better knowledge of how they wear in actual service.

#### The Hollow Rubber Rim is Entirely New.

"It is very neat, light, and is, if nothing else, a novelty, and we would advise its use in localities where it would be subject to moisture and a saline atmosphere, such as the sea coast, where a metallic or wood rim would be affected thereby. The great expense of making them causes us to make an extra charge for them when used.

"Relative to Nos. 3 and 4, of 1893, we have a limited stock carried over, and these we shall not list in the catalogue, but will make a special sheets and list them at \$105 each."

### PURE ALUMINUM RIMS.

**S. D. Childs & Co. Have Succeeded in Making Rims of this Metal Weighing Three-Quarters of a Pound to the Pair.**

Aluminum rims, at a half-pound each, or one pound to the pair, can soon be obtained at prices that are no higher than those of wood rims. These rims at the weight mentioned are for heavy road work; racing weight is a quarter-pound lighter, viz., three-quarters of a pound to the pair. But aluminum rims have already been tried and are now being used with success. The rims of which we speak are being finely tempered successfully, which the others could not be. The new rim will successfully hold a coat of enamel, which the others would not. S. D. Childs & Co., engravers, of Chicago, are the makers. This firm has a factory on Fifth avenue, where for a year past a deal of experimenting has been done in adapting that peculiar metal to practical uses without adding an alloy. S. D. Childs & Co., through their assistant manager, George G. Greenburg, an old and well-known Chicago cyclist, have been successful in these experiments. Mr. Greenburg exhibited a handsome appearing rim to THE BEARINGS representative last Saturday. When he placed this on the floor and walked around on the edges without crushing it, the strength was assured. He also stood the rim upright and bore down upon it heavily. It sprung out and into shape with an appearance of life. "We have been experimenting for a year or more with aluminum," said Mr. Greenburg, "and have just got something to show for our work. This piece of the metal is not tempered, and you see it easily bends. That is the same as some makers are using at the present time. Now this piece is of our manufacture. Some of the luster is lost in the tempering and it is slightly heavier than the pure material through a process we use. But it is still the pure stuff, and, you will notice, does not bend easily and yet is lighter than aluminum and alloy combined, as in some wheels."

THE BEARINGS man did notice.

"We have been experimenting and have decided to rivet the ends together in our rims. We can braze them, but there is danger of the ends softening and working loose. We have six different ways of attaching these ends and will have our rim on the market next week in time for the New York show. I have had one inquiry from a large manufacturer and when I showed him the goods he wanted to give me an order then and there for many thousands of sets. We shall be able to supply the trade in large quantities as soon as we are sure perfection has been reached. I think this rim, when completed, will make warm competition for the wood rims and, as it will not split and can not be broken, will eventually supplant them. It is just as light and is particularly applicable to all forms of clincher tires where, I understand, is the weak point of wood rims. Our rims will sell for prices about the same as wood rims."

### Overman Pedal Suit Ended.

In the suit brought by the Overman Wheel Co. and the Pope Mfg. Co. against Henry J. Curtis, of Hartford, Conn., which has been in litigation for the past year or two, a decision has just been rendered by the Court of Appeals. This is the revolving rubber pedal suit, and has been sustained in the circuit courts twice, but A. Featherstone & Co. carried this case up for Mr. Curtis, as it was their machines on which this pedal was in dispute. The decision handed down by the Court of Appeals, under date of December 5, reverses the former decisions, and says, The order of the Circuit Court is reversed with costs. This can not be carried higher up than the Court of Appeals, consequently it about puts an end to the litigation of the Overman pedal suit, as it was called.

### Judgment Against Bidwell.

NEW YORK, Dec. 27.—Judgment for \$51,110 was entered yesterday against George R. Bidwell in favor of the Colt Patent Firearms Mfg. Co., of Hartford, Conn., for rent of factory and supplies furnished to the Bidwell Mfg. Co., of Hartford, in which concern Mr. Bidwell was a partner. Judgment had previously been entered against the other two partners, William B. Krug and William M. McCormack.

### Nearly Ready for Business.

MILWAUKEE, WIS., Jan. 1.—The firm which is being organized to succeed the defunct Sercombe-Bolte company will be in operation by the 15th inst. The machinery and the stock recently bought by J. S. George is now being moved from the old factory of the Sercombe-Bolte company to a large four-story building at the corner of Erie and East Water streets, where the factory of the new concern has been leased. The reorganization is progressing nicely. At first it was proposed to make the company a stock company, but it has now been decided that the firm will consist of several local capitalists. Associated with J. S. George, so far, is W. H. Wolf. Both gentlemen are men of means and they will put the new firm on a solid basis. F. J. Pingree has been appointed manager of the company. He was formerly connected with the Sercombe-Bolte company. The '94 Telegram wheel will contain several improvements over last year's pattern.

### Spooner will Represent the Palmer Tire.

F. Ed Spooner, newspaper man and Jack-of-all-trades, will be at the New York show for the Palmer Tire Co. After that he will represent them on the road. Spooner has had considerable experience in the tire business, having been with Morgan & Wright for a year.



## THE NEW YORK SHOW.

Great Preparations Have Been Made for it by the Manufacturers—  
The Exhibits.

New York has been the Mecca of all cyclodom this week, and hundreds of makers, dealers, and traveling men have journeyed to the metropolis, the former to prepare their exhibits, the dealers to pick up a few pointers, and the traveling men to help their employers sell wheels. At the present time New York is filled with nearly all the bright lights of the cycling world. The Everett House is, one might say, the headquarters of this great army, which is encamped around the walls of Madison Square Garden. When the doors of this building are opened on Monday the world will be able to see the following exhibits:

### Pope Mfg. Co.

The magnificent brass pavilion that graced the Transportation Building at the World's Fair will be transferred to a special space at Madison Square Garden and here will be found the latest models of Columbias. There will also be part of the Chicago exhibit there. Four of the handsome green, gold, and copper colored wheels that attracted so much attention at the White City will be found in New York, besides the military machine and the fireman's bicycle. Besides these machines the Pope company will have a novelty in the way of a high-framed wheel, which is somewhat similar to the ones that are now creating such a stir in the old country. This bicycle will be known as the Giraffe. The Pope people are not prepared at present to manufacture these, but will simply show a sample at New York.

### Raleigh Cycle Co.

The Raleigh company will show a complete line of wheels at Stand 54, including their famous Model AA Racer, on which they claim that more races have been won than any other make of wheel in the world; Model A Racer, the lightest practical wheel for both road and track racing manufactured; Model G, weighing but thirty-two pounds, all on, manufactured expressly for the hardest and heaviest kind of road riding; their new Model C will be shown for the first time, and is made to meet the demand for a well built, substantial, high-grade, medium-priced machine; their ladies' wheel and the famous Raleigh single steering tandem will also be shown. In addition to the above a complete line of manufacturers' supplies will be on exhibition, including the Mercury, Brook's Middlemore, Lamplugh, and Mason saddles; Metallic, Mannesmann, Paragon, Perfecta, and Weldless brands of tubing; pedals, forksides, hubs, etc.



W. MONTAGUE PERRETT.

### Lamb Mfg. Co.

A. B. Barkman will show six models of the Spalding and Credenda, ranging in price from \$65 to \$125. First on the list will be the Spalding, a light high-grade road wheel. The weight of this machine will be about twenty-eight pounds, and the price \$125. It will be furnished either with wood or metal rims. Samples will be shown with a well-known instantly detachable clincher tire on metal rims; also with a new tire of novel construction, in either wood or metal rims—the Spalding. It possesses in a great degree the advantage of a clincher tire without embodying the objections that are necessarily contained in all tires of the clincher type, the Spalding people say. After being detached from the rim the hood can be opened instantaneously, and the entire inner tube removed, thereby insuring a prompt repair, with no risk whatever of pinching the inner tube. No lacing is necessary. The frame will embody the same mechanical principles of construction which proved so thoroughly reliable in the Credendas of 1893; thimble joints throughout, and very stiff frame. It will be of what is generally known as the high Humber pattern, with long head, wide crank bearings, narrow tread, and cross braced between the rear uprights. The bearings will be of the most approved type, with removable seats, long shouldered cones, and fine adjustment. The spokes will be direct, nicked front and rear. The rear wheel spokes are readily removable from hub flange through a slotted side and seated in the Perkins' eyelet. The front forks are new and novel, of tubular section throughout and constructed entirely of steel tubing. The front sprocket is detachable without removing cranks.

A twenty-eight-inch diamond frame machine, list \$100, will come next. This machine, similar to the Pacer of 1893, will be equipped with a front wheel brake of improved design, and contain all the good points of the Pacer of 1893 with such improvements as have been suggested by a season's use. The third wheel will be the Consort improved. A twenty-eight-inch all round road wheel, to list at \$85 and be known as the Credenda Roadster, is fourth. It weighs about thirty-three pounds and is absolutely high grade

in every respect. The Consort Junior, listing at \$75, has a drop frame. The last of the line will be a twenty-six-inch diamond frame Pacer Junior to list at \$65. The twenty-six-inch machines are strictly high grade in every respect. The general construction of the Pacer and Consort have been followed, and none of their valuable features lost sight of. The same tires, pedals, and equipment will be used on these machines as on the Credenda Roadster. A full line of parts in rough and finished stages will also be shown, illustrating the methods of manufacturing the Spalding and Credenda line. A complete line of cycling sundries will be given a place.

### The Hill Cycle Mfg. Co.

One of the most novel features of the show will be two boys' Fowlers, scaling twenty pounds each. These wheels were made for the sons of a prominent Chicago wheelman, and are up to date in every particular. They have twenty-four-inch wheels, and are fitted with wood rims and Palmer tires. Besides these there will be the Fowler racer, weighing under twenty pounds; the light roadster, weighing under twenty-five; the regular roadster, weighing twenty-seven, and the thirty-pound ladies' wheel. The celebrated truss frame and the Fowler dust-proof tool-steel bearings will be used in all the wheels. The racer and ladies' wheels will be finished in wine-color, and the others will have a black-satin finish. F. T. Fowler, secretary of the company; S. A. Campbell, New York, Pennsylvania, and New Jersey representative; and W. M. Haradoff, New England representative, will be in charge.

### Stover Bicycle Mfg. Co.

Twelve different models of the Phoenix, fitted with different styles of rims and tires, will form the exhibit of the Stover company. The purpose of fitting the different tires and rims is to show the varying lightness of the wheels. Besides the bicycles a full assortment of rough parts in different stages of construction will be shown to illustrate their method of manufacture. The Phoenix racer, weighing from twenty to twenty-three pounds



PHOENIX RACER.

and fitted with wood rims and Palmer tires, will be the chief feature. The wheel is built to reach. The Thoroughbred A is four pounds heavier and is built to reach. The bearings are all dust-proof. The roadster weighs thirty-three pounds, is fitted with detachable mud-guards and is built to reach. The ladies' Phoenix has a straight dropped frame, with twenty-eight-inch wheels, and only weighs from thirty to thirty-two pounds. The exhibit will be in charge of W. A. Hance, of Freeport, Ill., the home of the Phoenix.

### The New Howe Machine Co.

The New Howe Machine Co. will exhibit about eight wheels, which will consist of four or five grades; there will be a No. 1 path racer with Dunlop tires, weight nineteen pounds, has a narrow tread, and also a changeable gear, which for elegance and simplicity is unequalled; also a patent steering lock and tangent spokes. No. 1 road racer and No. 1 roadster are built on similar lines. The New Howe company will also show a wheel called Magnum, which has an extra high frame. No. 10 roadster is a machine built for heavy men, and is a good all-round machine, and comes at a medium price. The ladies' wheel also has received a great amount of consideration. The New Howe exhibit is Stand No. 71, which will be in charge of Mr. Amos Shirley.

### American Dunlop Tire Co.

One of the features of this exhibit will be an Irish jaunting car fitted with Dunlop tires, which when loaded carries a weight of 750 pounds on each of its two wheels. This is the heaviest test to which pneumatic tires have ever been practically submitted. The new features of the '94 tire that will be shown will be a Sea Island cotton lining, which is woven to the shape of the tire, thus obviating any artificial strain on those portions of the outer cover which are in immediate contact with the road; also the new metal valve, which is so simple that even those who have eyes and see not, ears and hear not, and brains and think not, can operate it. The Dunlop company have also adapted the Dunlop detachable tire to wooden rims. Messrs. Harvey and George du Cros, Alec Holroyd, and Mr. Kirk Brown will be in charge of the exhibit.



### Hickory Wheel Co.

This company's exhibit will consist of four different models in two different finishes. The regular finish is enamel, frame and forks, natural wood wheels, and small parts nicked. Model E, their regular roadster, weighing thirty pounds, and listing at \$120 for regular finish and \$125 for full nickel; Model F, their new ladies' machine, price \$120 and \$125; Model G, a special high-frame machine for tall riders, prices same as E and F, and Model H, a high-grade machine at a medium price, weighing thirty-three pounds, prices \$110 and \$115, will be shown. They will also show the different parts in various stages of process and finish, and will have some interesting novelties which they will bring out next season. They have not completed the plans for the arrangement of their exhibit, but the reader can rest assured that it will be gotten up tastefully and will compare favorably with the exhibit of any other manufacturer. The exhibit will probably be in charge of their



CHAS. E. WALKER.

head salesman, A. G. Clarke, but President Pope, C. E. Walker, and others will be present during the latter part of the week.

### E. C. Stearns & Co.

This exhibit will consist of: A special racer, which will be on the same model as their regular 1894 stock wheel except that the weight in this special machine will be twelve pounds. Our regular stock racers will weigh about fifteen to fifteen and one-half pounds, list price, \$160; a special model, twenty-two pounds, for road use, which will probably be the lightest wheel on the market of the kind this season, list price, \$150; Model A, twenty-six pounds, and Model B, thirty-one and one-half pounds, \$125. Also a very nice ladies' wheel, which will weigh twenty-eight pounds, all on, \$125. Stearns & Co. will also have a tandem which will weigh between thirty-five and thirty-eight pounds, which is intended both for track and road use. Price, \$225. In addition to above, they will show the quadruplet used in pacing Johnson at Independence in his record breaking, and a rear-driving geared ordinary. A full line of parts will also be exhibited and in addition to the regular decorations of the booth there will be a large variety of parts massed upon the background. Incandescent lights will be used to show it off.

### Ellwood Ivins' Tube Works.

Seamless tubing in high and low carbon steel, aluminum, aluminum bronze, brass, and copper may be seen at this booth. It ranges from one-sixty-fourth to five inches in diameter. There will also be specimens of tapered tubing and tubing of irregular shape, oblong and corrugated. The Ellwood people are the only manufacturers of tubing of aluminum bronze, a metal the color of 14-karat gold, with a tensile strength equaling that of steel and far more rigid. It is non-corrodible. George S. Cook, secretary-treasurer, will be in charge of the exhibit.

### New York Belting & Packing Co.

An electrical device will attract visitors to this exhibit and Messrs. T. W. Plumb and L. F. Stilwell think that it will be a great drawing card. The Whippet improved, the French-Michelin tires, and a line of pedal rubbers, combination cork and rubber handles, and solid and cushion tires will form the balance of the exhibit. The Whippet, in its improved form, has the cover laced in one pocket near the valve stem and is fitted with butt-end inner tubes. The full road tire weighs but four and one-quarter pounds to the pair. The French-Michelin is improved, made lighter, and is more readily attached and detached.

### John P. Lovell Arms Co.

The John P. Lovell Arms Co. will exhibit their new line of wheels in Spaces 44 and 45. The exhibit will be in charge of the manager of their bicycle department, D. R. Harvey, and will consist of the following wheels—a racer weighing only nineteen pounds, having all the latest improvements and listing at \$125; a light roadster, weighing twenty-five pounds, also of the very latest pattern and listing at \$115; a roadster, of special design, weighing, all on, thirty-two pounds and listing at \$115; a ladies' light roadster, built on the most approved lines, weighing thirty-two pounds, \$115 list; a convertible machine, which will weigh thirty-two and one-half pounds and list at \$115. In addition to the above, they will exhibit a high-frame safety, which is the first of its kind ever built in this country. It is much after the style of the Giraffe, such as was exhibited at the Stanley show, and will be an object of great interest.

### Derby Cycle Co.

The Derby Cycle Co. will exhibit their goods in Space 43. Mr. Christy, the president of the company, and Mr. Townsby, their traveling salesman, will be there, and will be glad to have a call from all interested in the bicycle line.

### Overman Wheel Co.

The famous "Mahogany City," which caused such a sensation at the Transportation Building, World's Fair, will be at New York and those who failed to visit Chicago this year will be able to get a partial glimpse at least of the White City. Besides this attraction there will be the '94 models, which the trade in all parts of the country are dying to see. There will be two Model D's, one finished in black enamel and the other in nickel. Next to this will be two high-frame Model D's in nickel and enamel; also two Flyers. The Victoria, the ladies' wheel, will loom up in black enamel and nickel, while the Victor racer will occupy a place by itself. The price of these wheels, the racer excepted, is \$125. The Overman company will also show a very comprehensive exhibit of parts illustrating their perfected methods of manufacture.



'94 VICTOR FLYER.

The Victor Flyer, their leader, has twenty-eight-inch wheels geared to sixty-three inches, Victor hollow rims, straight tangent spokes, both ends butted; improved rear hub, two-inch Victor pneumatic tires, ball bearings, single adjustment throughout, Victor cranks, round section, six and three-quarter-inch throw; Victor saddle No. 15, rigid post, improved spoon brake to front wheel, tubular handle-bar with improved cork grips, dropped or raised; Victor rat-trap pedals, Victor drive-chain of steel and aluminum combined; tool-bag containing extra inner tube, inflating pump, Victor repair kit, Victor wrench, and spring-top oiler. Victor wood rims will be fitted when desired.

### Syracuse Cycle Co.

Four models of gentlemen's wheels will be exhibited by this enterprising firm as follows: Syracuse Models A and B, list price \$100, weighing thirty and thirty-three pounds respectively. These machines will be fitted with Morgan & Wright tires with steel rims finished in plain black. Model C is also fitted with M. & W. tires on crimson rims and weighs twenty-eight pounds, listing at \$125. The Syracuse Special will be a beauty. It will be handsomely enameled in dark green and striped delicately in gold and silver bronze. This wheel lists at \$135, weighs twenty-six pounds, and is fitted with wood rims. The Pacer, weighing twenty-four pounds, will list at \$150 and will be finished in dark green or black, striped in gold and silver. The Thelma, the ladies' wheel, will weigh twenty-five pounds, have a dark green finish, wood rims, light road tires, the Syracuse company's "V" shaped frame, and will bring \$150. J. C. Bowe, J. A. Mundy, William Van Wagoner, and C. E. Pratt will attend.



JOHN C. BOWE.

### Hermes Tire Co.

Hermes, the god of swiftness, will preside over the exhibit of tires to be made by this firm. Incidentally Mr. White, of this company, will be there to tell of the tire's merits, for unfortunately the god does not speak our language. Besides the tires a full line of metal and wood rims will be shown; also valves, etc. The tire is light, resilient, and durable; can not roll or creep; is mechanically fastened to rim; no bolts or cement; holds equally fast either deflated or inflated; in case of puncture can be removed from rim in a few seconds and can be replaced equally quick. It is so constructed that the inside tube is above the rim, permitting the rider to literally ride on air. The valve is absolutely air-tight, and can not leak. The Hermes is a first-class, double-tube tire, manufactured of best Para rubber; is made for high-grade machines, and has been in practical use throughout the entire season.



**John S. Leng's Son & Co.**

Weldless cold-drawn steel tubes, made by the original makers, the Weldless Steel Tube Co., of Birmingham, England, will be the center of attraction at Stand 84. Leng's Son & Co. have represented this firm in this country since 1872, and they are very proud of their stock book, which shows the changes in the style of bicycles for the last ten years. It starts in with heavy stocks of one and one-half and one and one-fourth inch tubes in the days of the good old ordinary, running then for some years on sixteen gauge, and shifting later, with the demand for light-weight wheels, to eighteen and twenty gauge, and is now at an even twenty-two gauge. They will show a great variety of parts in various stages, and the specially noticeable feature of this part of their exhibit will be the entire absence of imported goods. As they represent the Union Drop Forgings Co., C. J. Smith & Sons Co., Snell Cycle Fittings Co., Independence Chain & Stamping Co., Hunt Mfg. Co., and the Gendron Iron Wheel Co., they will show all these firms' goods. They will also have a full line of American forgings, rims, forksides, three styles of frames, forged brackets, forged ball heads, crowns, lugs, pedals, seven different styles of chains, and about forty styles of saddles and tool-bags, besides spokes, nipples, balls, wrenches, and other sundries.

**H. A. Lozier & Co.**

A full line of Cleverlands will be on exhibition at Stands 73 and 74, and as these wheels have always borne a fine reputation the exhibit should be one of the best at the show. The most prominent of the new features on the wheels to be exhibited will be the combination of the wood and steel rim and the Cleveland thread tire. The line of wheels exhibited will consist of Models 7, 8, 9, 10, 11, and 12. The latter is the same in general outline as the No. 11. It is fitted with all wood rim and Cleveland thread racing tire, and weighs nineteen pounds. The No. 7, a thirty-two pound machine, has \$110 tag on it; No. 8, weight twenty-seven pounds, brings \$135; for No. 9, weight thirty pounds, \$125 is asked; the thirty-pound ladies' wheel lists at \$125, and Model 11, the twenty-five-pound light roadster, at \$150.

**Hardware Specialty Co.**

There will be music in the air around Booth 84, for here will be found all kinds of bells, three styles of bicycle bells—one weighing two and a-half ounces, and another, a light ladies' bell, will be shown. The featherweight gong is made of fine quality of bell metal, and can easily be heard thirty yards away. The bicycle bells will be mounted on a handsome skeleton frame, finished in ebony and gold. Instead of signs and banners a huge blue bell, lettered in gold, will inform the public where a fine collection of bicycle and door bells may be seen. Mr. J. Allen will have charge.

**Indiana Bicycle Co.**

C. F. Smith, Fred Patee, W. T. Gardner, W. C. Marion, Jr., Leon Johnson, Charles H. Wyman, and Walter Spratt will all be found at the show telling of the many fine points to be found in the Waverley. A fine line of wheels has been prepared for the great show and the Indiana company's exhibit will be one of the best there. It will consist of three Waverley Scorchers in the regular finish, one Waverley Scorchers, entirely bright, just as the parts come from the machine without any finish whatever, one machine copperplated all over, two regular Waverleys fitted with mud-guards and brake and with raised handle-bars, one twenty-eight inch Waverley Belle, one twenty-six inch Waverley Amateur Scorchers, one twenty-six inch Waverley Belle, one twenty-four inch Waverley Junior Scorchers, and one twenty-four inch Waverley Belle. All of these machines, except the special finishes mentioned, will be regular stock '94 pattern machines in their regular finish. They will also show samples of wood rims and a new clincher tire, which they will fit to their wheels; besides a complete line of parts. The Indiana company have made a great many changes in the details of construction of their machines. The crank hanger is made on an entirely new plan, which admits of building all



PHILIP GOETZ.

of the machines with a 5 1-2 inch tread. The crank shaft is something new and novel in the construction of cycles. The shaft is drop-forged, with a lug or dog so fitted that the sprocket-wheel sets up on a tapered shoulder against this lug in such a manner that it is impossible for it to have any motion either forward or back. It is then held in place by a lock-nut, which permits instantaneous removal in case a change of gear is desired. The rear sprocket is also made on a very similar plan, fitting on a tapered shoulder with two flat sides on the rear hub and being locked in place in the same manner. The weight of the regular Waverley Scorchers has been reduced to twenty-eight pounds, and the regular Waverley will be only as much heavier as the weight of the mud-guards and brake will make it—probably four pounds. The Waverley Belle will weigh thirty-two or thirty-two and one-half pounds complete.

**Palmer Pneumatic Tire Co.**

Their exhibit will comprise a full line of road, road racing, and path-racing tires. A. C. Banker and J. C. Pierrez, of the Columbia Rubber Works Co., and J. F. Palmer and J. S. Driver, of the Palmer Tire Co., will be in attendance to explain not only why Palmer tires are superior to others in speed and riding qualities but to illustrate their new mode of repair to all comers. This latter is claimed to be quicker and more certain than any other, and the riding public and trade will have a chance to satisfy themselves as to whether this most essential "record" will fall to them in addition to their already phenomenal string. There will also be on exhibition the tire on which Sanger won the one-mile English championship, Meintjes his string of English records, and Shorland the Cuca Cup twenty-four-hour race, the same tire being used successively by all, besides serving to aid numerous other riders of lesser note to score where they had never scored before. Another object of interest will be a tire used by Mr. Fairchild, of the Quadrant company, in Chicago in all his century rides this season. He holds the record not only for the greatest number of centuries ridden in '93—twenty-eight we believe is the number—but also that of the greatest number of punctures ever accumulated in one ride; and at no time was he obliged to walk through failure of tire to hold air. They will also have a collection of bric-a-brac picked up by Palmer tires during the season under various riders, to illustrate the puncture closing possibilities of compressed rubber. All sizes and sections of regular tires will be exhibited, ranging in weight from four and one-half pounds in road tires to feather weight racers weighing but a pound and a-half to the pair. The laced tire in use in '93 will be discarded, their new repair rendering unnecessary any device for getting at the inner tube, thus enabling them to save weight and secure for their road tires the same speed, strength, and comfort that marked their racing tires last year. Their valve tube will be made smaller, uniform satisfaction on other points making other changes unnecessary. They have already booked large orders, and indications point to a repetition here of the splendid success achieved by the English company at the Stanley show in London, where the reception of the tire amounted to an ovation.



J. S. DRIVER.

**American-Ormonde Cycle Co.**

The American-Ormonde Cycle Co., of New York, will exhibit five new models, as follows: Ormonde Model G light roadster, of the improved Humber style frame, with perfectly dust-proof bottom bracket, tangent spokes of piano wire, wood rims, Dunlop tires, twenty-eight-inch wheels, high-back frame, and a new shaped handle-bar; T-shaped hollow seat-post, with new adjustment. The method of adjusting the chain is entirely new, and a special feature will be a narrow tread and light cranks. Weight, complete, twenty-seven pounds. The ladies' Ormonde for '94 is a picture to look at and a pleasure to ride. The tubing is of larger diameter than usual, but of lighter gauge, which adds rigidity and strength. The front part of the frame is built on the double truss principle. Light and neat dress-guards are fitted and we predict on the whole that this wheel will cause more than the usual amount of interest in the exhibition. The other details will be the same as on the gentlemen's Ormonde. Next are the Ferris bicycles, which will list at \$100; Humber shaped frame, with tangent spokes and steel rims, fitted with Morgan & Wright, Bidwell, or New York Belting & Packing Co.'s tires. A new designed handle-bar will be fitted on this wheel which adds greatly to its appearance. Round cranks and block chain; geared to order. The ladies' Ferris will be built on the lines of the ladies' Ormonde. It will be fitted in detail the same as the gentlemen's Ferris. A twenty-eight-pound road wheel called the Ferris Scorchers, list \$100, will also be shown.

The American-Ormonde Co. will exhibit some very light racing pedals and adjustable lamp brackets to be used on racing wheels when it is necessary to carry a lamp. They have also a novelty in a pocket repair outfit.

**Smith Wheel Mfg. Co.**

These patentees and pioneers of the ladies' safety will have several things of interest to the trade on exhibition at Stand 99. Five different models of the Dart will be shown as follows: The Dart Hustler, Model A, weighing twenty-three and twenty-nine pounds, listing at \$150; the Dart Featherweight, Model E, a ladies wheel, weighing twenty-three and twenty-nine pounds, also listing at \$150; Model G, also a ladies' wheel, built for heavy riders, with a double-tube frame; it weighs thirty-three pounds and lists at \$150; also the Dart roadster, Model B, which sells for \$125, as does the Model C. J. C. V. Smith and Ernest Smith will be in attendance.



#### Keating Wheel Co.

This company were obliged to accept a much smaller space than they applied for, and consequently will not be able to make the display that they would otherwise. But their exhibit will be interesting nevertheless. They will show five or six wheels of the '94 pattern. These models will be somewhat on the line of their '93 Model E, with a deeper frame added. They weigh twenty-three and twenty-six pounds. They will show two ladies' machines, one with a straight line and the other with a drop line frame; neither of the machines will weigh over twenty-nine pounds. Some of the machines will be fitted with wooden rims. If you are near Booth 126 drop in and shake hands with J. W. Murphy and E. P. Hadley.



J. W. MURPHY.

#### McIntosh-Huntington Co.

They will exhibit the Nos. 4, 5, 6, and 15 Sunols; also the Crypto geared ordinary and the Crypto front driving safety. These will be displayed in a tasty manner, and in such a way that the details will show up to the best possible advantage. Especially will this be true of the Crypto gear, which is a wonderful piece of machinery. The No. 6 Sunol, which is the '94 pattern, will be improved in several respects, will have a different dust-resisting device and a different chain, will be fitted with the N. G. L. tires, and will also have bronze plated rims, spokes, and hubs, which will be lacquered to keep them from tarnishing. Everything taken into consideration, the makers believe the No. 6 will be the handsomest and best '94 wheel on the market, and know that agents can not be otherwise than pleased with it. C. E. Weaver will have charge of the exhibit.

#### Curtis-Child Mfg. Co.

A few steps to the left of the main entrance of Madison Square Garden will be the exhibit of the makers of the Solid Comfort saddles. The exhibit will be very tastefully arranged and the floors covered with Turkish rugs. Their new models of '94 saddles will be mounted on easels made specially for this purpose, and will be placed on each side of the exhibit. Ten distinct patterns will be shown, with as many various ideas in the way of finishing them in nickel, copper, and enamel, and in different colors of leather. All Solid Comfort saddles will be finished in extra heavy nickel plating and beautifully polished. The leather tops will be of the best oak leather, and highly finished in either russet or black. All the steel parts are made of the very best material procurable, the post bracket, cantles, etc., being drop forgings. Messrs. Curtis and Child will be in daily attendance, and will give away a very handsome edition of their '94 catalogue, which fully describes the line of saddles exhibited.

#### Cleveland Machine Screw Co.

This booth will be one of the most interesting of the whole show. The Cleveland Screw Co. propose to show an automatic screw machine in full operation turning out bicycle nipples while you wait. Besides being interesting, it will be instructive as well. The company will also show a large display of hardened and polished steel balls, J. D. Climo will be found at the booth to tell visitors how nipples and other cycle fittings are made.



JOHN J. GRANT.

one of the largest importers and manufacturers of gentlemen's furnishing goods in New York. They will exhibit bicycle suits, caps, hose, sweaters, shooting coats, and a general line of outfitting goods.

#### Warwick Cycle Co.

Eight different models, besides three or four wheels with extra nickel finish, and some in colors, will be exhibited. The list price of these wheels is \$100 for the Models 13 and 14; \$115 for Models 15 and 16; \$125 for Models 17, 18, and 19; racer, \$150. No. 13 is a gentleman's wheel that will weigh

about thirty-two pounds, a desirable model and entirely new; No. 14, the ladies' model, will have two twenty-six-inch wheels, and will weigh about thirty pounds. Model 15 is a gentleman's wheel and will weigh twenty-eight pounds. This model will be fitted with either wood or steel rims as desired. No. 16 is a ladies' model twenty-six-inch rear and twenty-eight-inch front wheels. This will also be fitted with either wood or steel rims. No. 17 is a gentleman's wheel on entirely new lines, with level upper frame, and the wheel and axle bearings on a level. This will have an eight-inch head and will be fitted with their adjustable handle-bar and a new rear brake, when desired. Then No. 19 is similar in design, but with a longer head and a higher frame. No. 18 is a ladies' model, weighing twenty-eight pounds, with some of the features of their 17 and 19. The Warwick racer will weigh twenty pounds and will have some features similar to 17 and 19.

#### Eagle Bicycle Mfg. Co.

The chief features of the '94 Eagles to be exhibited at the show will be the cold swaged frame. This is something new in bicycle construction and the Eagle company consider it so important that they have had it copy-righted. By this process a large percentage is added to the strength of the metal. The metal in its cold state is condensed or compressed, improving the grain or fiber, and rendering it many degrees tougher. As visitors to this exhibit will observe, the '94 Eagles are beauties. The Eagle Altair No. 6 has a frame of cold swaged tubing, and the famous aluminum rims are used. This wheel weighs twenty-five pounds and lists at \$135. The Altair No. 7 has a frame two-inches deeper than any '93 wheel, weighs thirty-one pounds, and sells for \$125 when aluminum rims are used, and for \$115 with steel rims. The ladies' wheel is as handsome and as strong as ever, weighing but thirty-one pounds, and selling for \$135. The racer has a deeper frame and weighs twenty-two pounds, price, \$150. Mr. Weaver will be found at Space 79.

#### Warman-Schub Cycle House.

J. I. Warman will represent this firm at the show and will exhibit the following machines: One '94 Cataract, one '94 White City roadster, one Coventry Cross geared ordinary, and a Coventry Cross racer. Also a ladies' wheel of the latest design, weighing thirty-four pounds. All of these wheels are strictly high grade.

#### Rochester Cycle Mfg. Co.

This is the line that will be exhibited by this company: A Model A weighing twenty-six pounds, a full nickeled Model A, a thirty-pound scorcher, a thirty-five pound roadster, a twenty-one pound racer, and a thirty-pound ladies' wheel. These wheels will be of the highest grade, with all modern improvements, wood and steel rims, and choice of tires. President W. W. Kenfield will officiate.



The Rochester.

#### League Cycle Co.

Those interested in chainless bicycles will have a chance to examine one of the best made at the space occupied by the League Cycle Co. This year's wheel, while retaining the many special features of last season, has been improved in its details of construction as well as a reduction in weight without sacrificing strength. The tubing in the frame and steering forks has been reduced in size and gauge, and reinforced at certain points so as to retain the required strength. The frame is built of diamond pattern, with double braces, the construction of which makes it rigid and strong. It has long ball-steering head, and at a proper pitch or angle to place the steering properties of the wheel under easy control of the rider. The hubs have been reduced in outside diameter of flanges and lightened. The rear hub is recessed on one end to admit the gear, and forms a reservoir for oil, and by a flanged recess on inner edge of rim of hub forms a neat compartment for packing to protect the gear from dust. The bevel gears form the most important element in the construction of the wheels. They are made of steel drop forgings, teeth being accurately cut by special process, are finely adjusted on ball bearings, hardened, and inclosed in neat aluminum dust-proof cases. The connection shaft is of solid stock inclosed in rear fork of frame. The list price of these wheels is \$135.

#### William Read & Sons.

Ten years' experience in building bicycles has taught this firm something, and this year's New Mails should receive more than a passing glance. The '94 models have a different frame, the top bar being almost level, and the frame is higher from the ground. The machine will be considerably lighter. Several important improvements will be noticed as to dust-proof bearings. Besides the New Mails there will be found at Space 35 a line of cheap wheels made by Read & Sons that for quality and prices is hard to beat.

#### A. M. Scheffey & Co.

This enterprising firm will occupy Space 133 and will show the latest models of Wynnwoods and Queen Cities. These wheels made quite a reputation in '93 and the Scheffey company intend to make them even more popular the coming season.



**Wilson, Myers & Co.**

The makers of the Liberty and Hummer bicycles and the Liberty detachable pneumatic tires will have twelve machines in various finishes and equipments. The Liberty "Bogie Man" track racer, weight eighteen pounds, price \$140, will be shown, fitted with both steel and wood rims and track racing and road tires. The 1894 model Liberty road scorchers, weight twenty-eight pounds, price \$125, with two styles of hubs and rims. The Liberty roadster, which weighs thirty-five pounds all on, and which has a new pattern up-curved handle-bar, lists at \$125. The ladies' Liberty in two finishes and equipments, weight thirty-three and thirty-seven pounds, sells for \$125. The road scorchers of the 1893 Liberty model is shown with steel rims, weight thirty-one pounds, price \$110. The Hummer Scorchers will be shown with several equipments. Its weight is thirty-three pounds, and price \$100. The Hummer Roadster, weight all on thirty-eight pounds, price \$90, will complete the various patterns with the exception of a military cycle, weight thirty-six pounds, which illustrates the method of carrying musket, etc., as used by a number of our National Guard and by many military cycle corps throughout Europe. The Liberty pneumatic tire will be exhibited in many ways, and practical illustrations of the method of its manipulation, repair, and advantages are given at short intervals. A complete display of various parts constituting the Liberty and Hummer cycles will also be seen, including among them excellent illustrations of the Liberty patent hub, Liberty patented tubular crank bracket and dust-proof ball bearings, and a new combination rubber and rat-trap pedal.

The exhibit will be elevated upon a handsome beveled edge platform, on the sides of which will be the various parts of the Liberty and Hummer cycles both finished and in the rough. Capping the entire stand will be a handsome electrical set piece, the design of which will be symbolic of the leading brand of cycles made by this firm—"The Liberty." This will be one of the largest and most elaborate displays in the show, and has cost many a dollar and great preliminary work to produce.

**Royal Cycle Works.**

A nickeled railing will inclose the space to be occupied by this firm. One of the most prominent features will be a large oak frame and easel in which will be a water colored painting of their trademark, with the Royal Bengal tiger showing up in all his natural colors. Customers will be well taken care of here, for Messrs. S. H. Gorham and C. H. Weld will provide chairs and desks for their accommodation. They will exhibit five machines. One will be a full Royal light roadster with brake and detachable mudguards, rubber pedals, etc., which will weigh thirty-four pounds all on, listing at \$125; this machine will have their standard frame, which is twenty-one and a-half inches high at the seat mast, with a ten and three-quarter inch head, twenty-eight-inch rear, and thirty-inch front wheel. They will also exhibit one Royal Limited, standard frame, Dunlop '94 tires, weight twenty-nine pounds; one Royal Limited, standard frame, Akron tires, hollow rims, weight twenty-eight pounds. One Royal racer, a special pattern machine, with a ten-inch head, and twenty-five inches high at seat mast; this machine is built to order only, and varies in weight from fifteen to twenty pounds; the one to be exhibited weighs eighteen pounds, and is fitted with wood rims and M. & W. racing tires; list, \$160. One Royal Limited, with twenty-five-inch seat mast, high back frame, fitted with wood rims and Palmer racing tires, weight twenty-five pounds.

**The Marion Cycle Co.**

The line of bicycles manufactured by the Marion Cycle Co., Marion, Ind., popularly known as the Halladay-Temple Scorchers, will be shown. They will be made in two styles—Model A and Model B. The Model B is a light roadster weighing from thirty-one to thirty-five pounds. The Model A is made in two heights of frames and ranges in weights from eighteen to twenty-eight pounds. These are very beautiful wheels and from a point of design and workmanship can not be excelled. The racing wheel is of correct and exceedingly beautiful lines. The tubings are all full size with three-quarter-inch bottom rear stays. The Marion Cycle Co. use their own make of wooden rims made of hickory elm. Fifteen thousand pair were sold in one order by the above company to Parkhurst & Wilkinson, of Chicago. The Marion Cycle Co. manufacture their own saddles and pedals, which are first class in every respect. L. P. Halladay and Ralph Temple have done themselves proud in the construction and design of the '94 models.

**Porter & Gilmour.**

One of the best corner booths of the show is 61 where Porter & Gilmour will show a full line of wheels and sundries. The medium-price line of their own make is called the Essex, and is in eight styles as follows: Track racer, nineteen pounds, built to reach, special design crossed frame at rear, \$125; road racer, twenty-three pounds, built to reach, special design crossed frame at rear, \$115 to \$125; light roadster, thirty-two pounds, guaranteed to stand anything, \$100; ladies' curved dropped frame, thirty-six pounds, \$90; boys' and girls' twenty-six-inch wheels, thirty-two pounds, \$70 each; boys' and girls' twenty-four-inch wheels, thirty pounds, \$50 each. These form a very complete and taking line. They will also exhibit the Phoenix racer at twenty pounds, the Thoroughbred at twenty-six pounds, the roadster at thirty pounds, and the ladies' wheel at thirty-two pounds, for which they are jobbing agents for New Jersey, Eastern Pennsylvania, Maryland, District of Columbia, Long Island, and Staten Island; and the Union light roadster and racer, for which they are jobbing agents for New York, Kings, Queens, Suffolk, Richmond, Westchester, and Rockland counties, New York. In sundries they will show a line of specialties of their own manufacture as fol-

lows: P. & G. perfect chain lubricant, the Royal Daylight illuminating oil, D. P. L. lubricating oil, P. & G. Athletic liniment, P. & G. handy toe clips, Imperial black enamel, Peerless inflaters, and alligator wrenches.

**Bicycle Wood Rim Co.**

Wood rims of all sorts and descriptions will be shown by this firm. They are the pioneers in the business, and they will have an interesting lot to show. Wood rims of all sizes for cemented tires, for several styles of clinchers, and for G. & J., Michelin, and Dunlop tires, will be found here. One of the novelties will be a rim that was bent out of shape by a fall at Orange, N. J., when a dozen men went down in a heap. Besides the rims they will have several other novelties.

**Hartford Cycle Co.**

Booth 41 will contain the Hartford exhibit. Here will be found two



W. C. ANDERSON.

men's machine, weight thirty-two pounds, both alike with the exception that the frame of one will be three inches higher than the regular. A ladies' safety, weight thirty-six pounds, with "V" frame and double center tubes, will also be shown. The price on both of these wheels will be \$100. These wheels are on about the same lines as last year's machines. The boys' and girls' bicycles, with twenty-six inch wheels, will be as well made as the higher-priced machine, and will sell for \$75. All these wheels have hollow rims and tangent spokes. Samples of an inner-tube tire, mechanically fastened, will also be shown.

W. C. Anderson, one of the Hartford company's travelers, and several others connected with the company will probably attend.

**The Rich & Sager Co.**

Behind a highly nickeled railing affixed to quarter-sawn oak posts and under a very handsome sign stretched artistically across the front, the smiling countenance of J. H. Sager will greet the admirers of Sager saddles. Besides their celebrated child's seats and luggage carriers, Rich & Sager will show eleven different styles of saddles. These saddles will range in weight from fifteen to twenty-seven ounces and in price from \$4 to \$6. Several ancient saddles will be exhibited as curiosities, showing the great advances made in saddle construction during the last few years. One of these saddles was formerly owned by a prominent physician of Boston, and was ridden by him on a tour through Japan. The Sager saddle ridden across the continent by F. S. Beedleson, the one-legged rider, will also be shown.

**Boston Woven Hose & Rubber Co.**

This concern will exhibit the N. G. L., a mechanically attached tire with an endless inner tube and outer cover, which is held in place by a clamping band which engages the beaded edges of the cover a short distance below the edge of the rim, where there is no movement, at the same time bringing the face of the band above the edge of the rim. This prevents the tire being cut when ridden partially deflated. They will also exhibit the Evertite inner tube tire and pedal rubbers. This should be an interesting exhibit and visitors should not fail to look at it.

**Central Cycle Mfg. Co.**

Four models of one of the finest lines of wheels on the market will be exhibited by this company. Among them will be the Central Model A, a light roadster with a double frame, weighing from thirty-two to thirty-five pounds, and listing at \$100; the Model B, a light scorchers suitable for fast road work, with high back double frame and dust-proof bearings; the ladies' Central (Model C), weighing from thirty to thirty-three pounds. These two latter machines each lists at \$150. The ladies' wheel has a triple tube frame which has just been patented. By the use of this frame the Central company are enabled to turn out a light wheel that has the strength of three reinforced tubes instead of one or two. One of the company's leaders will be the Ben-Hur models C and D. These machines are single-tube machines weighing from thirty to thirty-three pounds. The tubing is large, light gauge, thoroughly reinforced. The list price on these will be \$100.

**Standard Cap Co.**

These well-known cap-makers will have a novelty to show in a ventilated cap for cyclists for which large orders have already been received. Then there will be a large line of other kinds of caps. The Standard Cap Co. are rushed with orders at present. Seventy operators are now at work on next year's output. As each operator turns out five-dozen caps a day, some idea may be gained of the large business being done.

See our special full-page announcement elsewhere in this number. You can't afford to miss it.

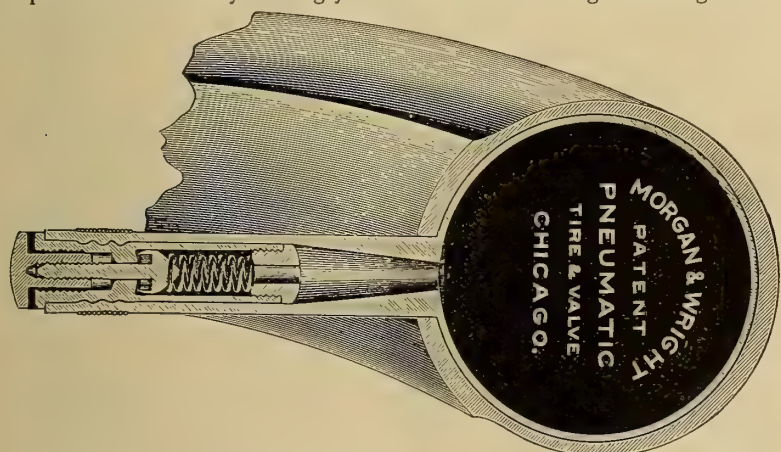


### Anglo-American Iron & Metal Co.

This exhibit will be unique in its way. A variety of patterns of everything conceivable entering into the construction of a bicycle will be shown. The finished parts will include "parts," finished and complete, ready for assembly, including hubs, bottom brackets, ball steering heads, pedals, chains, cranks, sprocket-wheels, spokes, nipples, saddles, rims, forksides, and frames. There will be finished forgings to various popular angles, top and bottom ball head lugs, seat-pillar lugs, fork crowns, handle-bar "T's," bottom brackets, fork ends, and chain adjustments. The forgings in the rough, including hubs, cranks, top and bottom ball steering-head lugs, seat-pillar lugs, fork crowns, handle-bar "T's," rear fork ends and adjustments, bottom brackets, etc. Great preparations have been made by Perry & Co., Bown, Butler's Cycle Fittings Co., and Thomas Smith & Co. to make their respective exhibits in charge of this firm attractive; and while appreciating the call for English goods, the home manufactures of the Anglo company, covering finished goods of every description, will be given a prominent place. The exhibit will be in charge of Mr. J. Friedenstien, assisted by H. M. Campbell, W. M. Towne, Charles Anderson, and George Hees.

### Morgan & Wright.

The Morgan & Wright exhibit will be marked by its simplicity. The absence of the regulation load of ham rubber, inner tubes, yards of fabric, raw material, etc., will be noticeable. The floor will be covered by a handsome Turkish rug, and the exhibit will contain samples of about three tires and their new valve—nothing more. These will be shown by Wm. Herrick. A fine desk, tables, and chairs will constitute the furniture. The trade is so thoroughly acquainted with the Morgan & Wright tires that a further display would be superfluous. The only strikingly new feature of the Morgan & Wright tires



for '94 will be an improved valve, which can not possibly get out of order. A new tire cloth will be used also in the coming season's output. The tires will be lighter and stronger than in '93, and the new patent valve, in conjunction with their Sea Island cotton fabric, will make a tire as near perfection as a pneumatic can be made. The M tire (weighing under four pounds to the pair), guaranteed for road use, has already been contracted for in large quantities. This tire is very desirable for use on wood rims, being handsome, light, and very resilient.

### Peerless Mfg. Co.

W. A. Neff, manager of the Peerless company, and James Josephi, their well-known traveling man, will entertain visitors to Stand 49. These two men have the reputation of being princes of entertainers, and the dealer who escapes without leaving an order for '94 Triangles will be a wonder. The Peerless company will exhibit two full roadsters, standard finish, weighing thirty-one pounds each, all on. Then there will be two ladies' wheels, one nickel plated, each weighing thirty-one pounds, all on. Their pride, the Triangle racer, will be there in all its glory of seventeen pounds of metal, rubber, and wood. Keeping it company will be two road racers at twenty-five pounds each. One of them will be unfinished, to show the workmanship before the wheel is enameled.

### Fenton Metallic Mfg. Co.

Seven wheels, ranging in weight from eighteen to twenty-three pounds, will be shown in Space 95. There will be the Fenton racer, road racer, light roadster, full roadster, and ladies' wheel. All of these machines will be fitted with the Fenton adjustable handle-bar, and several of them will be handsomely finished in colored enamel. In beauty of design and finish these wheels will command the admiration of every one. A. F. Hood and Niven Hegeman will be in charge.

### Elastic Tip Co.

This firm will make an exhibit of their entire line of tires, which will include the road and racing Acme, the Boston road and racer, and their well-known detachable tire. They will also have a complete line of their bicycle and hardware specialties, which will include several different kinds of cement. There will be a cement for cementing tires to the rims; also a special cement for cementing to wood rims, and another for repairing pneumatic tires. The Elastic Tip Co. will also make an exhibit of the Snell Cycle Fittings Co.'s goods, which will include frames, hubs, pedals, and all the goods they manufacture.

### Ariel Cycle Mfg. Co.

Part of the Ariel company's World's Fair exhibit will be found at Space 57, besides four of their '94 wheels—a roadster, light roadster, racer, and ladies' wheel, weighing respectively thirty-two, twenty-seven, twenty-one, and thirty-three pounds. The regular roadster and ladies' wheel will be fitted with brake and gear case. The Ariel company will also have on exhibition a detachable front sprocket-wheel, a non-slipping brake, new gear for geared ordinary, a new lamp bracket, and some other novelties.

### Yost Mfg. Co.

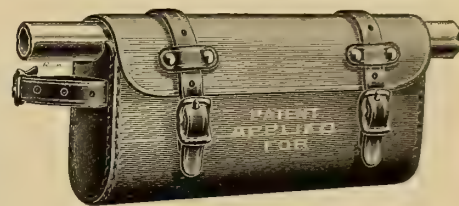
The whole line of Yost wheels will be located at Spaces 2 and 128. Besides these well-known wheels will be found all the Yost specialties—the Yost tire, adjustable handle-bars; also a part of their line fitted with wood rims. William C. Brewer will have charge of the exhibit, and in all probability Messrs. Dewey, Yost, and Campbell will be there.

### Black Mfg. Co.

At stands Nos. 58 and 59 will be seen: One Vigilant Tribune, weight thirty-two pounds, price \$100; one Tribune Model A, weight twenty-nine pounds, price \$125; one Tribune Model B, aluminum rims, weight twenty-five pounds, price \$150; one Tribune Model C, maroon wood rims, weight twenty-five pounds, price \$150; one Tribune Model B, maroon wood rims, weight twenty-five pounds, price \$150; one Tribune Model A, full nickel; one Tribune Model B, wood rims, blue enamel, and specimens of nickel work, forgings, and various parts in process of construction. The exhibit will be in charge of L. B. Gaylor, G. I. Black, and G. A. Boyer.

### The J. J. Warren Co.

The J. J. Warren Co., of Worcester, Mass., will be represented at the show, Space No. 46, by W. F. Davison, secretary of the company. They will exhibit a full line of bicycle saddle leathers and tool-bags, and other articles of leather and canvas particularly adapted to the sporting goods business. They are thoroughly alive as to the needs of the trade for these goods, and will present all the latest designs, some of them entirely new, on which they have been allowed patents, and on others patents are pending. This illustration shows what will be the leader for 1894, as it is easy of access.



Warren Tool-Bag.

### McKee & Harrington.

W. H. Kirkpatrick will look after Lyndhurst interests at Stand 101 and will show to an admiring public four styles of machines—the track racer, tipping the scales at eighteen and a-half pounds; the semi-racer at twenty-three pounds; the light roadster at twenty-six pounds; the roadster at twenty-nine and a-half pounds, and a ladies' wheel at twenty-eight pounds. With this galaxy of stars McKee & Harrington's exhibit ought to be right in line. They are the pioneers in wood rims, having first put them on their wheels three years ago. The lap brazing on these wheels is said to be something fine. One feature of the ladies' wheel is the wood dress and mud-guards—something original in this line. The axles on Lyndhursts are made so that they may be adjusted at both ends.

### Newton Rubber Works.

The Heustis tire, made by this concern, will be the chief feature of this exhibit.



F. W. HEUSTIS.

Their booth has a very prominent location, being alongside the stage fronting the main entrance. The booth will be nicely decorated, the distinctive decorative feature being a portion of the Newton company's goods so arranged as to reproduce their trademark as it appears on their stationery. F. W. Heustis, the inventor of the tire, will be in charge. Manager E. R. Rand, of the Newton company, will also attend.

### New York Cycle Co.

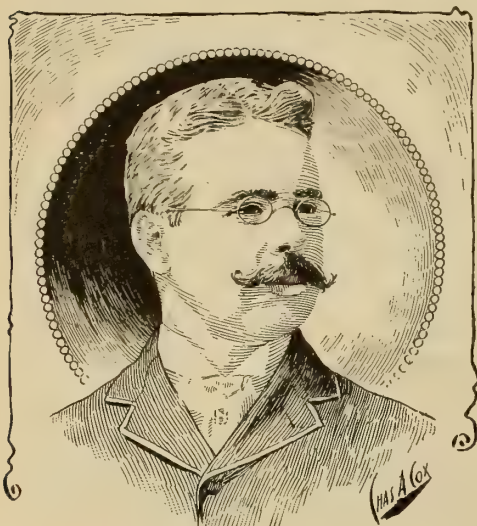
Besides the three models of this company's wheels—which sell at \$100, \$125, and \$150—they will exhibit special designs in saddles and pedals. This exhibit will be something fine, as the company have spent considerable time and money in preparing for the show. Messrs. M. L. Gregson and Hugh MacDonald will have charge.

This company have had a very good year and are now preparing to do double the business this year that they did last. They have their own factory and make all their own goods.



### Sterling Cycle Works.

One of the features of the five Sterlings to be exhibited will be a new crank, tool steel and oil tempered, with a detachable feature. It is readily



C. W. DICKERSON.

tightened. The nineteen-pound racer will list at \$160. Then there will be the high frame scorcher Expert Model E, which weighs twenty-six pounds, the twenty-eight pounds high frame light roadster fitted with wood or hollow rim, and the high frame full roadster which weighs, all on, twenty-nine pounds; a low frame Model D; a ladies' Sterling with wood rims, which tips the scale at twenty-eight pounds. These wheels will list at \$135. C. W. Dickerson, E. C. Bode, and Superintendent Timms will talk Sterling at the show. "One of the best wheels on the market" fully describes the '93 Sterling.

Built on graceful lines, of good material, and with many improvements over other wheels, it is small wonder that the Sterling was one of the leading wheels of the season just passed. The Stokes Mfg. Co. controlled the output last year, and they boomed the machine so well that the dealer who handled Sterlings had an easy time of it. A twenty-seven-pound wheel was just what the scorchers were waiting for, and this filled the bill. About a month ago the Sterling branched out for itself, and now the Sterling Cycle Works are running full-handed, turning out '94 wheels. President Dickerson is proud of the new wheel, and has just shown us a model of it. The demand for a high frame has been met, and it certainly has added to the beauty of the machine. The celebrated corrugated hub and interchangeable gear are still the features of the wheel, and they alone are worth half-a-dozen salesmen for selling purposes. In the recent North Side Cycling Club's twenty-mile road race at Milwaukee the Sterling captured fifty prizes out of seventy-nine.



CHARLES TIMMS.

### Kenwood Mfg. Co.

Five models of Kenwood bicycles will be on exhibition at Space 18. Two of them will be ladies' wheels, and the remaining ones the latest models of their gentlemen's machines. All of them will be fitted with the improved Kenwood saddles and new Kenwood tires, the last patent on which has just been granted. One of the attractions will be the wheels, tire, rim, and valve upon which Columbian medals were granted at the World's Fair. Frank Douglas, president of the company, will have charge of the exhibit.

### Cushman & Denison.

The World's Fair exhibit will be shown at Stand 100. Of the many oilers exhibited at the Fair the Perfect was the only one to receive a medal. Cushman & Denison will have on exhibition the Perfect socket oiler, which does not leak and regulates the flow of the oil; the Star oiler, which they guarantee to be second only to the Perfect; the Perfect pocket oiler holder and the Perfect pneumatic pump holder.

### Parkhurst & Wilkinson.

F. A. Burgess will be found at Space 8 and will show a full line of tubing, saddles, rims, forks, pedals, and forgings for Parkhurst & Wilkinson. This concern's goods are too well known to need description. Besides these they will show a new pneumatic tire which they think is the best and simplest yet put on the market.

### Schoverling, Daly & Gales.

Their exhibit will consist of wheels made by Humber & Co., the Eagle Bicycle Mfg. Co., and their own wheels, called the Gales and Gotham. The

Gales are to be listed at \$85 and \$100. The Gothams form the best line in the country for boys and girls. They will also show a complete line of Powell & Hanmer lanterns.

### Snell Cycle Fittings Co.

This exhibit will be in the hands of their New York agents, Messrs. J. S. Leng's Son & Co., and the Elastic Tip Co., of Boston, and the Chicago Tip & Tire Co., of Chicago. The goods which they are exhibiting will be frames, hubs, pedals, finished machined parts of bicycles, lamps, rims, drop forgings, forks, and every article necessary to build bicycles.

### Metropolitan Association Cycling Clubs' Trade Banquet.

The banquet to be held under the auspices of the Metropolitan Association to the cycling clubs in the Madison Square Garden concert hall Thursday evening, January 11, will be a big success. The committee have already contracted for 1,500 plates, which from present indications will hardly be enough to supply the demand—but it is all the hall can accommodate. Tickets will be restricted as far as possible to cyclists and tradespeople, and can be had upon application to A. Edmund Hildick, chairman, 42 Exchange place, New York City, previous to the opening of the show, at \$3 per plate; or during the week of the exhibit at the bureau of information, Madison Square Garden.

### Off for New York.

Thursday afternoon a large party left Chicago on the Michigan Central road for the New York show, under the management of F. Ed. Spooner. C. W. Dickerson and wife, J. B. Thorsen, J. S. Driver, J. P. Walters, E. C. Bode, G. G. Brandenburg, Elmer Patterson, Robert Abbott, and others were in the party. At Detroit J. Elmer Pratt and wife joined the party, and at Buffalo M. F. Dimberger and E. C. Bald were picked up.

### The Lu-mi-num Makers will not Exhibit.

The St. Louis Refrigerator & Wooden Gutter Co. will not exhibit at the New York or Philadelphia shows, for the satisfactory reason that they have already so many agency arrangements completed for next season, and so large a portion of their output disposed of, that they have no reason to hustle for additional trade at the show. However, L. W. Conkling will be there the fore part of the week as a visitor, with headquarters at the Everett House, and will be very glad to meet all of the company's agents who are there; also any one interested in the wheel or who has any questions to ask or curiosity to satisfy.

### Ralph Temple Cycle Works.

Ralph Temple is not like the chameleon which changes its skin every year, but after four years' business title as Ralph Temple's Cycle Exchange,



Temple Special.

the same is changed from this date to Ralph Temple Cycle Works. Temple besides being a director and stockholder of the Marion Cycle Co., makers of the Halladay-Temple Scorcher, is the manufacturer of the Temple Special, a line of wheels weighing from seventeen to twenty-five pounds. Temple makes the boast of building the lightest road wheels in the world, and if the workmanship and design of the sample wheel is indicative of their value he will make a great success. Good contracts have already been placed. The Temple

Special is built well up from the ground, and is made in two heights of frames with dust-proof covered bearings throughout, the cones and cups being turned from bars of tool steel at the factory and tempered in oil. Three different shapes of handle-bars are made, to suit all classes of riders.

Temple does a large jobbing business from his retail store at 158 Twenty-second street with both the Temple Special and Halladay-Temple Scorchers; wooden rims, tires, saddles, and pedals. Temple was heard to say recently that he will interpret the guarantee on his bicycles in a liberal manner.

### The Raleigh's Chicago Branch.

R. B. Abbott opened the Raleigh company's Chicago branch last week. He has secured a commodious store at the southwest corner of Van Buren street and Wabash avenue where he will carry a full line of Raleighs.

### The Lu-mi-num-Stearns Controversy.

L. W. Conkling, manager of the bicycle department of the St. Louis Wooden Gutter Co., makers of the Lu-mi-num, writes from Toledo that Mr. Redding's statement that the St. Louis firm are delaying the Lu-mi-num-Stearns test is wrong. He says that his company have been waiting for the Stearns people to accept a fifth judge who is both a mechanical engineer and practical cyclist, namely, Professor Eddy, of Cincinnati, a gentleman of well-known ability and integrity and an enthusiastic rider for many years. This gentleman, Mr. Conkling says, was named before Colonel Burdett, and the Lu-mi-num makers now impatiently await the Syracuse firm's decision in the matter.



## JULIUS ANDRAE CYCLE WORKS.

In 1860 Julius Andrae started in the iron working business in Milwaukee. He was successful from the beginning and became known far and wide for his ability as an expert machinist and for his upright business methods.



J. ANDRAE.

Twelve years ago he took up the bicycle trade, being one of the first in the west to do so. His two sons, H. P. and F. T., have grown up in the cycle field, the former for several years having charge of the business end of the firm. F. T. Andrae, at one time a leading light in racing circles, has, under the careful training of his father, developed into an expert in the manufacturing department. His long experience as a rider has been also a great aid to him in appreciating the needs of the riding public. It is therefore no wonder that when, in 1891, they began to build the Andrae cycles, wheelmen at once pinned their faith to the

Andrae. Right well did the wheel merit it. It was found from the first that the machine embodied all modern as well as original improvements and was to be thoroughly relied upon. They did not have to leave their factory in 1892 to dispose of all the wheels they could turn out.

The year 1893 found them up-to-date and notwithstanding increased facilities again did the demand exceed the supply. The outlook for 1894 is brilliant. They will again largely increase the output, doubling the capacity, so the difficulty heretofore experienced in lack of supply will be entirely obviated. The 1894 wheel is a model of strength and beauty and will undoubtedly please the racing fraternity as well as the lady and gentleman cyclists. With the new improvements in structural work, the machines are 50 per cent. stronger than they have been heretofore—although unbreakable then—yet their weight has been reduced. They have also the sale agency in the northwest for the Crawford line of medium grades, which are leaders in their class. They comprise ladies', gentlemen's, youths', misses', and boys' and girls' machines at figures which can not but suit the trade. They are in a position to quote jobbers and dealers prices that will interest them extremely. Being direct representatives of the factory for a vast territory, their facilities are identical with those of the factory, with an additional point in their favor of being nearer the consumer. Their sundries business, a department by itself, obtains their special attention and their stock is the largest in the west. H. J. Warner, superintendent of agencies, reports favorably in the matter of orders and gratifying comments on the wheels shown to the trade.



H. P. ANDRAE.

Perhaps a short description of the '94 Andrae would be interesting. It is a machine with a general up-to-date frame, with large tubings all around reinforced and a narrow tread. It is built in several heights, and has dust-proof bearings all around. The head bearing needs special mention, each bearing being separate, and complete in itself, enabling one to remove forks from the frame in less than thirty seconds without disturbing a single ball. The wheel is fitted with T seat-post and low-drop, medium, or upward-curved handle-bars; the hubs are turned out of the solid bar, the rear hub has a hardened, detachable sprocket, which is secured in place by a right-hand thread, and prevented from loosening by a left-hand check nut, making a positive fastening, but admitting of easy removal.



F. T. ANDRAE.

The bearing cups are turned out of the solid bar, hardened and ground

and forced into hubs which are cupped to receive them. All bearing cones are of tool steel, cut from bar stock, and are hardened, ground, and tempered in oil. The balls are of the best make and accurate as to size. The crank axle is made of tool steel, with cones turned up on it. All the bearings throughout are perfect in construction, dust-proof, and frictionless in running. The pedals are fitted with center ferules and end caps making them dust-proof.

The wheels are both twenty-eight inches. The spokes are tangent, made of piano wire, cold swaged in the center, leaving the ends heaviest where strength is needed. A light but stiff steel rim is used regularly, but



THE ANDRAE ROAD RACER.

wood rims, carefully treated, will be put on if so ordered. The ladies' wheel will have straight double front tubes, twenty-eight-inch front and twenty-six-inch rear wheel, six-inch cranks, and will be fitted with chain and dress guards. This wheel will range in weights from twenty-eight to thirty-two pounds. The road racer weighs from twenty-five to twenty-nine pounds and the light roadster from twenty-nine to thirty-two pounds.

The prices of these wheels are as follows: Andrae light roadster No. 7, twenty-eight to thirty-two pounds, \$125; Andrae road racer, twenty-five to twenty-eight pounds, \$125; Andrae path racer, twenty pounds, 150; Lady Andrae, twenty-eight to thirty-two pounds, \$125; Andrae light roadster No. 6, thirty-two pounds, \$110.

### George S. MacDonald.

Geo. S. MacDonald, manager of the Raleigh Cycle Co., probably holds the most responsible position of any man of his age in the American cycle trade. Notwithstanding the fact that he is but twenty-eight years of age, his executive and hustling ability has earned for him the position of manager of the largest and best-known bicycle importing house in America. Mr. MacDonald built up a large and profitable trade for Keefe & Becannon, whom he left to take the position of manager of the Ormonde Cycle Co., afterward incorporated under the name of American Ormonde Cycle Co., with MacDonald as secretary.



G. S. MACDONALD.

It was with this company that he established for himself a reputation as one of the shrewdest men in the cycle trade, and here he first attracted the attention of Frank Bowden, the managing director of the Raleigh company. The Raleigh was almost unknown in America when MacDonald was installed as manager a little over a year ago, and the enormous business now being done in this country by the Raleigh company is a fitting testimonial to the push and energy of this typical young American business man.

At their factory in Beaver Falls, the Eclipse Bicycle Co. are rapidly increasing their force, and they have contracted for such large deliveries in January and February as will necessitate their putting from three to four hundred men at work within a short time.

A. A. Hanson, of St. Paul, has ridden 8,114 miles; J. S. Van Buskirk, of Denver, 5,600 miles, and P. Von Boeckman, of Texas, 1,300 miles this year. Their mounts were Fowlers fitted with Morgan & Wright tires.



## TIRE FABRICS DISCUSSED.

EDITOR BEARINGS: I was much pleased to read the articles of Messrs. Palmer and Duryea in your Christmas number, because these talented gentlemen exposed their theories for our consideration and criticism. We all supposed they had some theory, but could not imagine what it was. Also a highly respectable manufacturer offers the same fabric theory in his business circular. These theories sound well, and at first I was inclined to grant them, but on serious consideration have concluded that they are all utterly fallacious. Mr. Duryea fails just where that courteous gentleman often fails, to-wit, in proving up his fundamental position. Mr. Duryea is a most able debater when details are upon the tapis, but seems to forget that his deductions are untenable, unless his axioms are self-evident or his fundamental proposition carefully proved. Before, however, I enter upon the details of his fabric matter, let us examine the statement that the strain is nineteen times as great on a longitudinal thread running along the tire as on the lateral threads across the tire. If I understand the gentleman's statement, I must say, in all kindness, that it strikes me as the merest twaddle.

Is the strain on a boiler plate any function of the length of the boiler? or more properly, has the push against the head of a boiler got anything to do with its length? Would the strain on the longitudinal threads in a tire twenty-eight inches in diameter be any greater than on the same threads in a twelve-inch tire? In order to test the respective strains on a tire, I would suggest to take an inner tube, blow it up till it rounds out, measure it in section and in circumferential length; then blow it up a little harder, take similar measurements, and compare. You will find the proportion of expansion of the rubber nearer one-nineteenth than nineteen times. The fact is, you can't imagine a tire constructed with longitudinal threads alone at all. There is no question of strain, without some lateral threads in the direction of the immediate strain; the thing would blow up into a globe before there was any strain on the longitudinal threads at all. Hence the discussion is fruitless.

What I most desire to speak about is the tire bending theory. Let us state an axiom which I believe will be granted by all. Rubber and canvas or all coverings are small in elasticity or resiliency; air is great in these qualities—ergo, the ideal tire is the one which in action bends or distorts the covering least and the air most. Now take any tire running over a pebble; suppose first that the tire bends down around the pebble striking the ground close thereto on both sides.

And then again suppose the pebble draws on the longitudinal threads and the tire comes in contact with the ground a few inches in front of and to the rear of the pebble.

Now I ask, Is not the sum of all the angles to which the covering is bent, not much greater in the first case? And is not the amount of air compressed greater in the second case?

As to the jolt on the rider, I maintain it is the same in both cases provided the tire touches the ground at all on either side. If the obstruction is so large that the tire can not reach the ground, then I fear it is best for the rider to take the jolt, for if he don't, his pleasure will be at the expense of hard pushing. At least to my mind, the tire that bends down immediately around the obstruction violates our fundamental proposition.

My opponent may say take the records. If in this they have me foul, I simply say that their reason is not the real true reason. But whether they have me or not, I wish to call attention to the fact that these records are all, or mostly, path records, in which pebbles or small stones are conspicuous by their absence. I was in great doubt about this question of diagonal versus "short-cut" fabrics, because there seemed to be a stampede toward the latter, while the argument and theory all tended the other way; but since reading what the "cross-thread" or "short-cut" champions have to say, I lean most decidedly toward the diagonal.

Mr. Palmer seemingly adopts a diagonal fabric, but his newspaper article is unworthy so able a man or the maker of so good a merchantable article. Bald assertion carries little weight in a journal article and none,—absolutely none,—in a scientific treatise; but let that go. His history was good, interesting, and readable, but for childish assurance take the following: "With any given fabric the superior excellence of any one quality in a tire is always at the expense of some other perhaps equally desirable." That is to say: Unless we use Mr. Palmer's fabric, it is of no use to try to improve a bicycle tire in any way. Truly wonderful fabric, that! But let us forgive him for that. I always like to see a man enthusiastic and would rather he would assert too much than too little.

R. P. SCOTT.

## WIDTH OF TREAD.

The visitor to the two shows will this year be told by nine exhibitors out of every ten that an especial feature about their machines, as built for the coming season, is a narrow tread, and he will, if he discusses the question with each one, be very much bewildered, by the time he has finished, as to just what narrow tread means, says the *Cyclist*, of England. In the days of the ordinary the width of tread was continually coming up for discussion, and from an average width of fifteen inches it was sensibly reduced to thirteen as a general thing. Now, however, the old rider who remembers these things, and seeks information concerning the modern every-day mount will be told that the tread in some cases has been reduced to 4 inches, and he will be correspondingly puzzled. Let him not, however, imagine that the march of progress has been so great that what he understood in his day to be the width of tread has been reduced from thirteen inches to four. The explanation is simply that the traditions of the past are ignored by the modern-day maker, who coins new phrases for himself, or adapts new meanings to old ones. In the earlier days, to which we have alluded, width of tread was generally understood to mean the measurement from center of one pedal to the center of the other, or from the inner end of one pedal to the outer end of the other, this coming to the same thing, and this, indeed, was a far truer explanation of the term than the present-day acceptance. It really meant the width apart of lines drawn through the center of the rider's feet when propelling the machine, whereas, today, some makers are measuring their width of tread from the outsides of the crank ends, others make it the length of the crank axle, while others again are not even including the cranks, but are measuring simply the length of the crank bracket.

Reduction, however, in either of these latter points all tends to the same end as the first, namely, by getting the parts more compact, the rider is enabled to bring his feet closer together when riding. Now, although it has become "fashionable" all at once, we are not so sure that the same reduction in tread is, after all, so greatly a thing to be desired; or perhaps we may put it another way, and say that it is quite possible to have too much of a good thing, and overdo any movement, however good in itself. In the first place we hold that beyond a certain point the tread can be not only reduced without advantage, but exactly the reverse. In the old days we once heard an enthusiastic advocate of a reduction in tread arguing that the width between the rider's feet when riding should be practically the same as that between his feet when walking, or, as he put it, "close together," if it were possible to obtain such position—which it is not—and that the nearer this position was reached, the nearer would perfection be. Our argument in reply on that occasion was the same as we shall use today. It was simply that when a man walks up the street he does not do so with a leather bag between his legs, which is what he does when riding, the legs being separated by the straddling of the saddle, and this separation at the fork throws the legs naturally outward rather than closes them together, and the longer the legs of the rider the greater width apart will his feet naturally be. This being so, if the pedals are so placed that they bring the feet of the rider nearer together than the natural position into which they would fall through the straddle of the body over the saddle, then we have got beyond the point of perfection, and are moving in the opposite direction. We would also particularly speak of the effect of width of tread as exemplified by length of crank-bracket upon the machine. It must not be forgotten that the chain wheels upon crank axle and back wheel must run dead true in line with each other, and if the crank bracket is abnormally shortened—and of course the chain wheel brought correspondingly nearer the center—then, when the chain wheel on the driver has been brought as near to the spokes as possible, there is no other course open to the manufacturer, if he wishes to keep his wheel in line, but to reduce the width of the hub. Now the width of the hub in a wheel in relation to its height is its vital point, and any serious reduction in the distance of the flanges apart must enormously reduce the lateral stability of the wheel itself. Where a wheel has to stand the weight of a heavy rider, or more particularly in tandems where it has to stand the work and weight of two, a great narrowing of the back wheel hub is suicidal, so far as the life of that wheel is concerned. Of course, where a reduction in the width of tread is obtained by the removal of the pedal nuts or the reduction of their width, it effects a gain in a desirable direction, without any corresponding possibility of weakness, unless we except the extreme closeness of fitting, and the consequently more easy putting of the machine into an unridable condition by a very slight bending out of line of the crank. We have set forth above our views on this question pretty fully, as we think they may be of some assistance to those seeking a new mount among the many put forward for their selection at the shows.

# FAIRBANKS'

## BUILT-UP WOOD RIMS

(PATENTED)

Are not only the original wood rims but also the only ones that have been uniformly **successful and satisfactory**. We are now prepared to supply manufacturers with any quantity desired at extremely low prices, and invite correspondence regarding same. We would be pleased to send samples to any manufacturer who contemplates fitting his **high-grade wheels with high-grade rims**.

IMITATIONS ARE ALWAYS INFERIOR TO THE ORIGINAL.

**FAIRBANKS WOOD RIM CO., 21 Park Row, New York City.**  
Room 34.

NOTE: Our rims are guaranteed in every particular.

MENTION THE BEARINGS



**STAND 49**

**New York Show**

**TRIANGLE**

**RACER**

17 pounds  
BUILT TO RIDE

**TRIANGLE**

**SCORCHER**

25 pounds

**FULL  
ROADSTER**

All on, 31 pounds  
Stripped, 28 pounds

**LADY'S**

30 pounds

**TRIANGLE**

**THE PEERLESS MFG. COMPANY**

**CALL AND SEE US.**

**— CLEVELAND, OHIO.**

Mention The Bearings



### A Pioneer Dealer.

W. G. Schack has been in the bicycle business at Buffalo for the last eight years, and he has made a success of it. For some years he imported wheels, but has now discontinued this, and hereafter will build and sell the Emblem, and will also handle the Smalley, New Mail, Yale, and a line of juvenile wheels. Mr. Schack will move down to Cycle Row this spring, and expects to do a largely increased business. The Emblem, the wheel made by him, is made of the best steel tubing, drop forgings, and has tool steel bearings. With wood rims the wheel will weigh twenty-eight pounds, and will list at \$100. Besides carrying this large line of wheels, Mr. Schack will job sundries.



W. G. SCHACK.

### An Iowa Failure.

Redhead, Norton, Lathrop & Co., the sporting goods dealers of Des Moines, Iowa, failed this week and have made no statement as yet. The bank is understood to

have closed them up on a chattel mortgage, and M. M. Norton has been appointed receiver.

### "Nibs" on Wood Rims.

The use of wood for rims of bicycles is designed to take a prominent part of the "points" in '94 wheels. To start from the first, it is evident that the cost of construction is far greater than that of the ordinary solid-rolled rim, so that the purchaser will have the satisfaction of knowing that if he gets a wood rim on his wheel, he is making the manufacturer of the wheel give him more value for his money. There is no doubt that the use of wood rims for the very light bicycles now demanded saves the weight of about one and one-half pounds, but the writer is of the opinion that the rims are open to some faults which, no doubt, can be remedied. One of them is the large hole for the valve to pass through, which should be made as small as possible, as this materially weakens the rim at this place. The holes now used are one-half inch, and even in some tires five-eighths of an inch, which is too large; the tire makers should look around and see if they can not reduce the size to a quarter of an inch, or say three-eighths. The size required for the '93 Dunlop is nearest the proper size. The manner of fixing the spokes is another point, and in this direction the direct spoke has the advantage, as the spoke hole is small and no special nipple is required, as is the case when tangents are used. The wood rim has to be counter-sunk to admit the washer, and care should be used that this is not too deep; in fact, the curved washer is better, as it requires no depression; and if care is used, no danger to the tire will be experienced.

A perusal of the various circulars issued by the wood-rim manufacturers will show a difference which is unhealthy—that is, every one of them contradicts the other and sets forth the advantage of his particular rim over others, and in this manner states the numerous disadvantages which would not be thought of by the average purchaser, and tends to make him distrust

them all. Tests of wood rims should be made with the spoke holes and valve hole drilled, and it would be better for the various concerns engaged in the manufacture of wood rims to rewrite their circulars and pay more attention to the advantages and not the disadvantages of the rims in general.

### Good Test of the Wheel.

In order to discover the weak points in the construction of their light road machines, E. C. Stearns & Co. subject models of them to the most severe tests. On one floor of their large factory in Syracuse is laid a corduroy road consisting of rough slabs cut from saw logs, which are nailed firmly to the floor so as to make as rough a road as possible. On a recent visit of a BEARINGS representative he found a "husky Dutchman," weighing 180 pounds, mounted on a twenty-one pound machine riding over this road as fast as the nature of it would permit. The same machine, it was said, had been ridden over 2,000 miles the last season by one of the hardest riders in Syracuse, and even after a week's abuse on the corduroy was still unbroken.

### A Bicycle by Mail.

Registered package No. 65,061, received last week by the Pope Mfg. Co., of Chicago, contained a Model 32 Columbia, probably the largest package ever sent out by mail. This came direct from the registry division at Washington, and is the wheel exhibited at the World's Fair, which was sent to Washington after the close of the Exposition, and returned from there. The bicycle was incased in a very elaborate package made of plain boards. The Pope company were required to send to the postoffice for the wheel.

### Luberg Mfg. Co. Fail.

A brief dispatch from Philadelphia says that the Luberg Mfg. Co., of that city, has been forced to the wall. The assets and liabilities are not given.

Parkhurst & Wilkinson have secured the western territory for Ellwood tubing, manufactured by the Ellwood Tube & Shafting Co., of Ellwood City, Pa.

The **HY-LO** [Trade Mark] Instantaneous...

**CHANGEABLE GEAR**

Will be on Exhibition at the

National Cycle Show, New York, Stand No. 100.

Those unable to attend can obtain full description by writing to

**STRONG, SIMPLE, 1  
DURABLE,  
POSITIVE, LIGHT.  
APPLICABLE TO ALL  
CHAIN BICYCLES.**

**LOUIS ROSENFELD & CO.,**

No. 56 BEAVER STREET,

Delmonico Building,

NEW YORK.

MENTION THE BEARINGS

## The Following Firms have taken the Spaces set opposite their Names:

- 8 A. G. Spalding & Bro.
- 9 Overman Wheel Co.
- 10 Do.
- 11 A. G. Spalding & Bro.
- 12 W. H. Hart
- 13 Rich & Sager Co.
- 14 Wilson, Myers & Co.
- 15 G. W. Pressy.
- 16 Boston Woven Hose & Rubber Co.
- 17 Singer & Co.
- 18 Hart Cycle Co.
- 19 Hartford Cycle Co.
- 20 Pope Mfg. Co.
- 21 Demorest Mfg. Co.
- 22 R. C. Gates Cycle Co.
- 23 Do.
- 24 W. H. Wilhelm & Co.
- 25 Pope Mfg. Co.
- 26 Hickory Wheel Co.
- 27 Hart Cycle Co.
- 28 League Cycle Co.
- 29 Singer & Co.
- 30 Raleigh Cycle Co., represented by John T. Bailey & Co.
- 31 Union Cycle Mfg. Co.
- 32 Do.
- 33 Eagle Bicycle Mfg. Co.
- 34 Do.
- 35 E. K. Tryon & Co.
- 36 Norman Wheel Co.
- 37 Curtis-Child Mfg. Co., Philadelphia
- 38 Drop Forge Co.
- 39 H. A. Lozier & Co.
- 40 Do.
- 41 Warwick Cycle Co., represented Pennsylvania Bicycle Co.
- 42 Quinton Cycle Co.
- 43 Eastern Rubber Co.
- 44 J. P. Lovell Arms Co.
- 45 Do.

- 46 Cleveland Machine Screw Co.
- 47 Union Cycle Mfg. Co.
- 48 Werner Cycle Depot, representing Marble Cycle Mfg. Co.
- 49 Buffalo Wheel Co.
- 50 New Departure Bell Co.

- 51 Relay Mfg. Co.
- 52 E. C. Stearns & Co.
- 53 Gormully & Jeffery Mfg. Co.
- 54 Do.
- 55 E. C. Stearns & Co.
- 56 I. A. Weston & Co.

- 57 E. & P. Gleason, represented by J. H. Gibson.
- 58 Jno. S. Leng's Son & Co.
- 59 Do.
- 60 American Athlete.
- 61 Richards & White.
- 62 New York Belting & Packing Co.
- 63 Elwood Ivins Tube Co.
- 64 Bredner Cycle Co., represented by H. A. Small.
- 65 Providence Tire Co.
- 66 Buffalo Tricycle Co.
- 67 Chas. S. Smith & Co.
- 68 Light Cycle Co.
- 69 Gormully & Jeffery Mfg. Co.
- 70 Do.
- 71 Do.
- 72 Do.
- 73 Do.
- 74 Overman Wheel Co.
- 75 Do.
- 76 Do.
- 77 Do.
- 78 Wm. Trafford.
- 79 Newton Rubber Co.
- 80 Hilliard Cyclometer Co.
- 81 Codman & Shurtleff.
- 82 P. J. Berlo.
- 83 Columbia Rubber Works Co.
- 84 Wm. Read & Sons.
- 85 Leadbeater & Scott.
- 86 H. H. Holzbaur.
- 87 Simon C. Levy.
- 88 Reed & Curtis Machine Screw Co
- 89 Cycle Guide.
- 90 Morgan & Wright.
- 91 Wilcox & Howe Co.
- 92 Kenebunk Mfg. Co.
- 93 Charles Sulzner.

## Fourth National Cycle Show

First Regiment Armory, Broad and Callowhill Streets, Philadelphia.

January 29 to February 3 inclusive, 1894.

**Exhibition of Cycles and Cycling Accessories.**

Very few spaces are open; firms desiring to exhibit must apply immediately.

Special attention is called to the section reserved for the exhibition of Specialties, Accessories, New Inventions, and small articles not requiring an attendant, which will be arranged and cared for by the Committee. A charge of \$5.00 to \$10.00 will be made according to the amount of space occupied.

The Show will be of special value to Agents, as every leading maker will be represented.

**THOS. HARE, Chairman of Committee,**

MENTION THE BEARINGS

104 South Fifth St., Philadelphia, Pa.

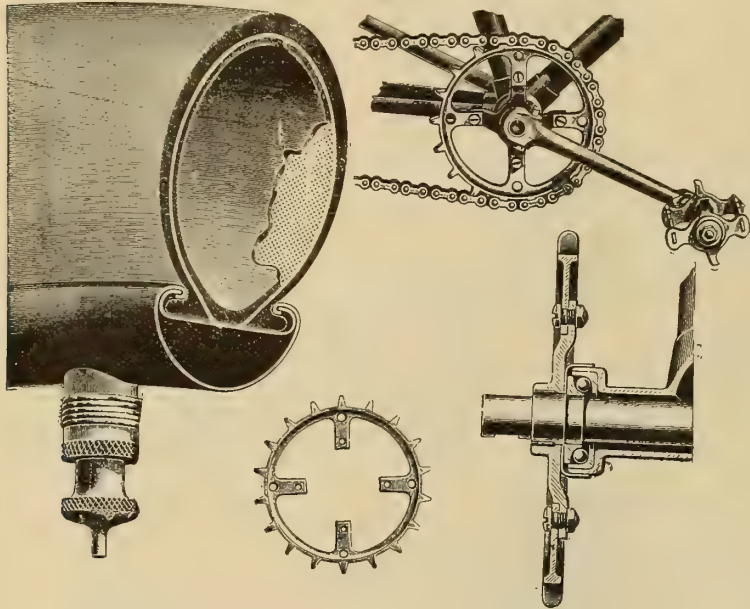






#### Columbia Improvements.

Among the improvements on the '94 Columbias the most noted are the tire, sprocket-wheel, and bearings. The tire is the Hartford, only differing from the G. & J. in a few minor details. The rim of the sprocket is easily detached without removing the pedals. With the aid of one or more extra



rim and detachable chain links, the gear may be quickly changed. Columbia cases and cones are carefully designed to carry the balls with the least possible friction and to admit of ready and complete adjustment. The balls are of their own manufacture, under their new processes, and very carefully tested as to quality and size.

#### Lozier Opens Branch Houses.

H. A. Lozier & Co. have opened branch houses in New York and San Francisco. They will be open for business January 10. L. H. Bill will be in charge of the San Francisco house and F. W. Ensworth in charge of the New York house.

#### Anglo-American Co. Deny False Reports.

EDITOR THE BEARINGS: We desire to contradict, most emphatically, any impression that may prevail to the effect that we are not in position to promptly fill orders for cycle material. That some such rumor has been circulated we are aware, by the receipt of several letters of wondering inquiry. The receivership under which this house is now conducted was a step taken to conserve the interests of everybody alike, and to provide present means for the successful conduct of a business which has outgrown, beyond measure, the provision made for it. The contraction of credits in quarters most unlooked for made this step expedient, and it has met with hearty accord. Our purpose in this is to brand as unqualifiedly false any statement, tending to divert trade, that we are not energetically pushing our business with the fullest confidence. Our stock, our facilities, our prospects, as cycle material specialists, are the first in the country in this distinct line; and without further comment relative to the methods employed by our ambitious friends (?), we beg to advise that we *are* in business and intend to so continue, as results are daily proving. Very truly yours,

ANGLO-AMERICAN IRON & METAL CO.

NEW YORK, Dec. 15.

J. Friedenstein, Receiver.

#### The Fowler on the Pacific Coast.

Charles Parkes returned to this city from the Pacific coast on Monday and was closeted with the Hill Cycle Co. this week in an endeavor to arrange for the coast agency for the Fowler wheels. Parkes went to the coast in the interest of the Fowler and met with splendid success. He sold about thirty wheels and put good men on racers who won many races. L. W. Fox, the Los Angeles crack, rode a Fowler loaned to him by Parkes when he did an official unpaced mile in the wonderful time of 2:15. The papers were made out and the proofs were submitted to the L. A. W. The quarter-mile coast record was also lowered on a Fowler loaned by Parkes.

#### Combination Wrench and Screwdriver.

The Niagara Cycle Fittings Co., of Buffalo, are out with a novelty in the wrench line. It is of the approved B. & S. style. The improvements are the covering of the jaw-slide, which keeps the dirt from the screw. A screwdriver attachment in the end makes a very handy tool. By turning the screw to close the jaws of the wrench, the screwdriver is forced out of the end of the handle. When the wrench is being used the screwdriver is in the handle, where it will not cut the hand.

*See our special full-page announcement elsewhere in this number. You can't afford to miss it.*

# TRIBUNE CYCLES FOR 1894.



SEND FOR CATALOGUE.

**THE BLACK MANUFACTURING CO. - ERIE, PA.**

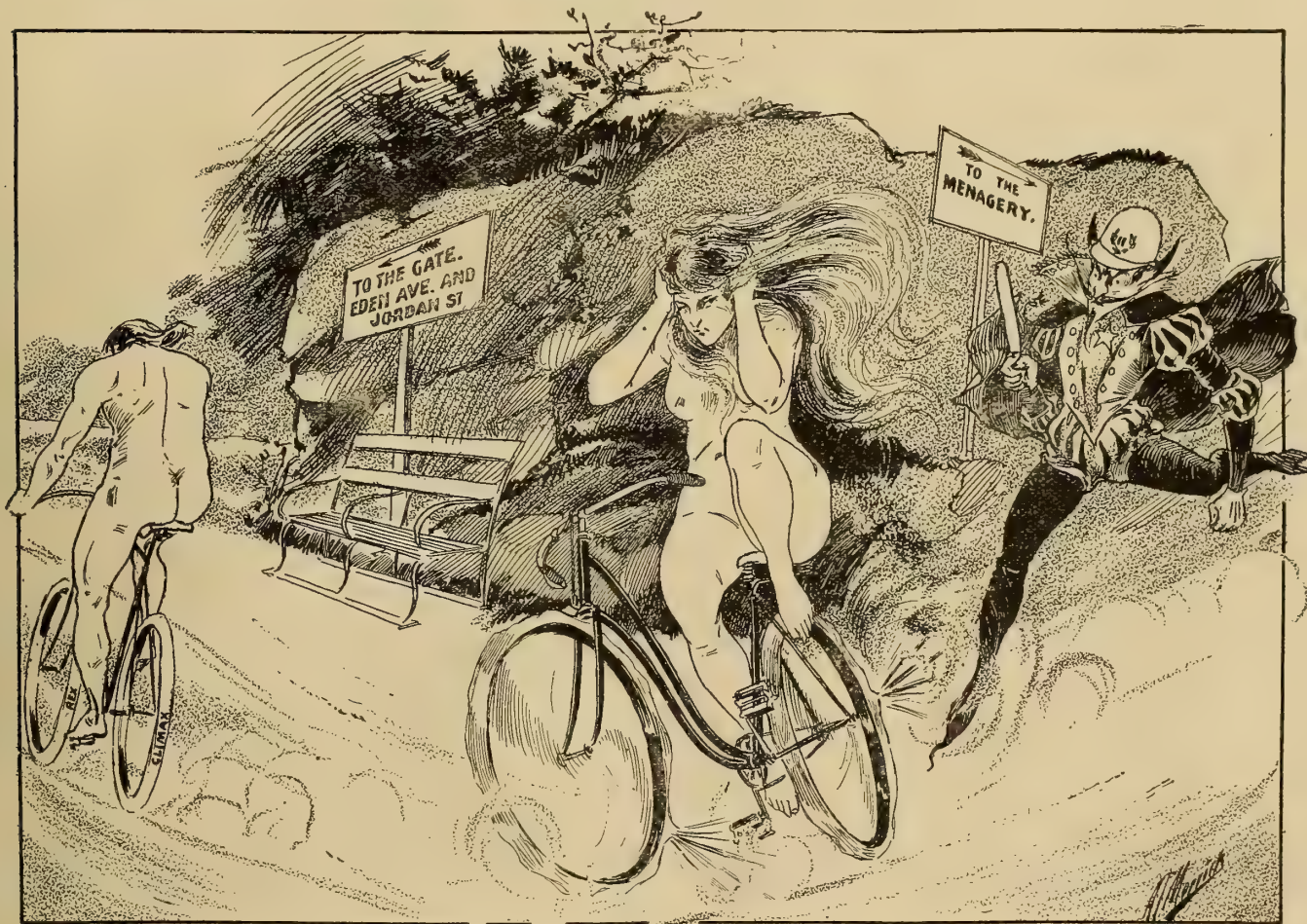
Mention The Bearings



# ADAM AND EVE IN CENTRAL PARK

were they living at the present day, and desired to make an earnest effort to prevent sin from entering into the world through the medium of the person with the cloven foot pursuing them, we would suggest that they use one of those high-grade bicycles manufactured by many, equipped with a pair of the Eastern Rubber Manufacturing Co.'s tires, either Climax, Gem, Rex, or Cyclone, and predict that Adam would naturally have taken our advice, but would hardly expect the same wisdom on Eve's part, from past experience that the world has had with this lady. To begin her downward career, she naturally would have chosen one of the many adulterated tires sold without a guarantee and unreliable.

What more could we expect but that she would fall.



## OUR GRAND RECORD. WHO ELSE HAS MADE IT?

We have sold thousands and thousands of tires during the period named in Affidavit below.

STATE OF NEW JERSEY, }  
COUNTY OF MERCER } ss.

Be it known that on this eighteenth day of November, eighteen hundred and ninety-three, before the subscriber, a Notary Public in and for the State of New Jersey, personally appeared John A. Barnes, Manager, and Frederick C. Overton, Shipping and Receiving Clerk, of the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, who, being by me severally sworn, upon their respective oaths, say: that during the season from May first (1893) to the present time, being the season just closed, there has not been a single bicycle tire manufactured by the above named company returned to it by a purchaser or purchasers on account of bursting; and that there has been only two bicycle shoes manufactured by said company which have been complained of; that one of said shoes has been replaced, and the other will be if returned; that there has not been a single one of said company's air tubes returned or complained of on account of adulteration of material; that none of said company's air tubes have cracked from that cause.

And deponents further say: that there are no disputes existing between the said company and any of its customers, and that said company has no complaints of unjust or discourteous treatment from any of its customers.

And deponents further say: that many voluntary letters have been received by said company from different persons, highly complimenting said company's tires, and that said letters have not been solicited or paid for in any way whatever.

Severally sworn to and subscribed before me this eighteenth day of November, eighteen hundred and ninety-three.

{ Seal. }

ADDRESS ALL COMMUNICATIONS TO THE

# EASTERN RUBBER MFG. CO

TRENTON, N. J.

PLEASE CALL AT OUR EXHIBITION SPACE. No. 93. NEW YORK CYCLE SHOW.

PLEASE CUT THIS ADVERTISEMENT OUT AND DISPLAY IN YOUR OFFICE OR WORKSHOP.

MENTION THE BEARINGS

JOHN A. BARNES.  
FREDK. C. OVERTON.

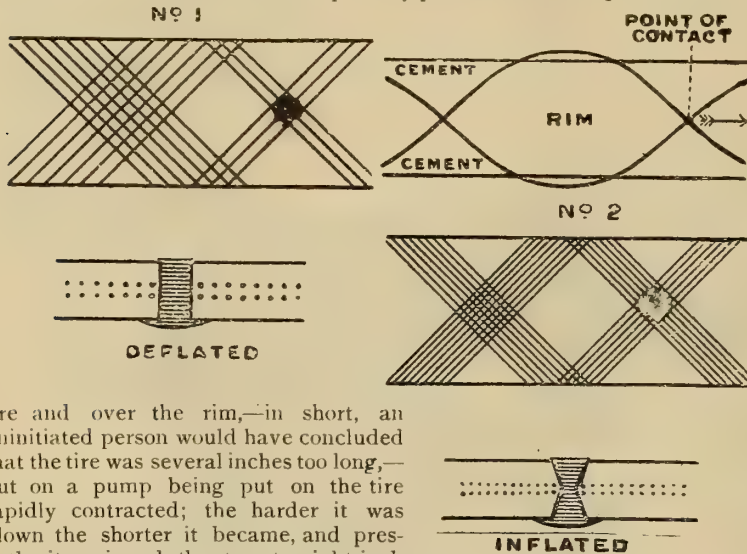
In testimony whereof I have hereunto set my hand and official seal, at Trenton, the day and year aforesaid.

EDWIN ROBT. WALKER,  
Notary Public of New Jersey.



### The Repair of the Palmer Tire.

No better evidence of the value of exhibitions could be found than in the case of the Palmer tire at the Stanley show, where many thousands of amateurs were enabled to recognize, absolutely for the first time, the complete repairability of the Palmer tire, and the reasons for the ease and certainty with which a repair could be made. The effect of the spirally running threads imbedded in rubber is curious, though of course easily understood. A rim and a tire lay on the stand, the tire forming a circle thirty inches or more in diameter, and the rim being twenty-eight inches. A fold of slack tire could be taken up at any point, both hands put under the



tire and over the rim,—in short, an uninitiated person would have concluded that the tire was several inches too long,—but on a pump being put on the tire rapidly contracted; the harder it was blown the shorter it became, and presently it gripped the twenty-eight-inch wheel firmly, and appeared hardly to need cement to keep it on. When the operation was reversed, and the tire deflated, it was curious to see the tire, which a moment before stood firmly on the rim, crawling away from it, and lying slack and empty well clear of it. It is in this quality in the tire that the feasibility of its repair lies.

Roughly speaking, a thirty-inch tire is over six inches longer than the circumference of a twenty-eight-inch rim; in the course of inflation the tire *shortens itself* by that amount and grips the rim firmly. Figure 1 illustrates plainly the appearance of a deflated tire; the parallel threads lie far apart,

and the puncture which has resulted in the severing of one thread is ready to be repaired. The second figure in No. 1 shows the plug, which may be plain cord or nail-headed in place. Observe that this plug stops the hold when the tire is deflated and the threads lie well apart. Figure No. 2 shows what happens when the inflation, and concurrent shortening of the tire, takes place. The strands of thread necessarily approach closer, and at the same time they are pulled tighter, the orifice of the puncture is compressed, and the threads on either side are pulled tight; the result is a further gripping of the plug by the substance of the tire in addition to the actual grip of the threads, four of which grip firmly all round, pinch it into an hour-glass shape, and hold it firmly. It is in this point that the Palmer tire repair is superior to the repairs usually effected in canvas-strengthened tires. The threads of the Palmer tire are treated so as to prevent the air creeping along them, but in any case each thread is isolated in rubber, and the cut ends of the thread, whether they draw back at all under strain or not, can with a little care be most effectively stopped with solution in the course of the repair. A careful consideration of the diagrams given will at once make the practical nature of the repair apparent, and it may also be noted that the inner thickened surface of the tread is, owing to the manner in which the tire is made, *under compression* when the tire is inflated. The undoubted pace of the Palmer racing tire is due probably in part to the same causes which make Edwards' corrugated covers, and the Herne Hill surface, fast. In the two latter instances a firm grip is obtained. In the Palmer the point in contact with the ground is firmly tied to the rim by the two threads, and any chance of elongation and loss of power is entirely obviated. The extraordinary results attained on the Palmer tire in 1893 warrant the belief that during the coming season of 1894 a great number of amateurs will adopt the neat, up-to-date tire on offer.—*Bi. News.*

The committee in charge of the Philadelphia show have issued a comprehensive guide-book for the benefit of agents and others visiting the exhibition. The book has been mailed to several thousand agents, and may be had upon application to Thomas Hare, Chairman of Committee, 104 South Fifth street, Philadelphia.

Four hundred and fifty-eight prizes have been won on Fowlers this year. Twelve men won 309 of them, while the remainder were won by thirty-two others. The value of these prizes foots up to \$15,400.

The Bicycle Wood Rim Co. have received a testimonial from Sanger, affirming the superior merit of these rims.

A gold medal was awarded the Palmer tire at the Newcastle exhibition for ease and rapidity of repair.

## A Wheel with a Silver Lining.



Aluminum Rims.

G. & J. Tires.

• **THE EAGLE** •

M. & W. Tires.

Palmer Tires.



## The Eagle Bicycle Mfg. Co.

Torrington, Conn.


MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 24

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JAN. 12, 1894.

## SHORLAND'S RECORD BEATEN.

Since Lesna's twenty-four-hour record was rejected the French have been crazy to snatch the much-coveted record away from the English, and they have at last succeeded. A 24-hour race was held at Paris December 24 and 25, and a new record was made by Williams, who rode 428  $\frac{1}{4}$  miles in that time, beating Shorland's best by two miles. Ten men started, among them being A. V. Linton, the Englishman, who made his debut as a professional in this race. The others were afraid of him, and forced the pace at the start to kill him off. Linton's lack of training told on him, and he was obliged to give up at the end of the sixth hour. At this time Williams had covered 364 kilometers 180 meters, about eight miles less than Shorland and three miles more than Lesna. At this time he profited, as did Lesna, by the prolonged stop made by Shorland, and from the fourteenth hour he commenced to beat the Englishman's time. At the sixteenth hour Williams was two miles ahead of Lesna, and was going well. About the twenty-first hour he had to take stimulants to keep going, and he got gloriously drunk. He made several lengthy stops, and lost four miles of his lead over Shorland in the twenty-third hour. This made him discouraged, and he wanted to stop, but his trainers wouldn't let him, and by throwing cold water on him they compelled him to finish. Just eight minutes before the finish Williams suddenly regained his lost speed and tore around the track like mad. Huret was second, eight kilometers to the bad; Duanip third, and Hoden fourth.

## Pastimes on Their Feet Again.

ST. LOUIS, MO., Jan. 9.—The trouble which threatened the existence of the Pastime Athletic Club, this city, and which developed in an application for a receiver for the Pastime Gymnasium Association, has been settled by an agreement between the clubs to rent the building which the association owns at a figure which will clear the financial trouble away. The application for a receiver, therefore, has been withdrawn.

## Newsy Notes from 'Frisco.

SAN FRANCISCO, CAL., Jan. 6.—The old members of the Alameda Bicycle and Athletic Club are trying to reorganize, with the intention of constructing a three-lap track to take the place of the present Alameda quarter-mile track. As soon as the weather gets fair again Wilbur J. Edwards will try for the third and quarter-mile world records.

The Bay City Wheelmen's racing team expect to carry off the bulk of the prizes during this season. Some of the men have already commenced to put on the preliminary touches in their training.

The San Francisco Bicycle Club, which disbanded temporarily some months ago, will probably reorganize early in the spring. This club is said to be the second oldest in the United States.

Otto Ziegler, of the San Jose Road Club, commences training next week for the Midwinter Fair races. He will use a sixteen-pound racer on the track. This is the young man that surprised some of the old riders by his wonderful performances last year. He holds several coast records.

The California Midwinter International Exposition has made arrangements for the accommodation of wheelmen visiting the exposition. Wheeling will not be allowed inside the grounds, but bicycle riders can store their bicycles in Bicycle Hall, which will be completed shortly. A small fee will be charged for caring for the wheel.

## Charlie Murphy After a Medal.

Charlie Murphy is spending his time at present in competing for a medal for long-distance riding offered by the New York Athletic Club, and also the Kings County Wheelmen. He has been at it since the first of last March, but in reality has been riding only since the first of last October. He has covered a distance of 8,004 miles, and has until the first of next March to go. He has ridden altogether eleven centuries, and will join the Century Road Club to get the bars. Charlie did a great deal of his riding with Frank Waller while the latter was training for his six-day race. W. F. Murphy had charge of Waller in the race. The Kings County Wheelmen give a medal to the man who rides a thousand miles, and for every succeeding thousand miles a bar; to the man who rides the longest distance a diamond medal. The New York Athletic Club does the same thing.

## BOSTON IS ALIVE AND KICKING.

BOSTON, MASS., Jan. 6.—Almost wrote December then. Well, this is going to be a great year in cycling. Yes, I know what you are saying. You are saying that I am just a bit previous with my prediction, but you just wait and see if this isn't going to be a big year. Besides, why not be optimistic about it? It don't cost any more. Nearly every one has fled to New York this week to see the cycles, or take charge of some one's exhibit there. They do say that it is going to be a great show, and that lots of wheels will be sold on paper. That's what we want. Smash the hard times into a cocked hat, and sell all the wheels that American people can turn out, and let's all make a solemn compact that we will ride American wheels and let the English imported wheels go begging. American workmen need employment just at present. Give it to them and buy all American wheels. But I forget; this is not a lecture on tariff or protection or any of those things.

Boston is alive and kicking—riding wheels, and going to parties, and playing cards and pool and billiards and whist and bowling, and all that sort of thing. Pretty jolly old town in winter among the cycle boys.

At the last meeting of the associated clubs there was some very spirited and animated discussion as to the advisability of declaring a dividend to the clubs composing the organization. It was finally tabled. The prime mover in the project was the Union Bicycle Club, which was at that time trying to effect an amalgamation of several clubs, at least three of which were members of the A. C. C. Their plan was very evident. It was to get the dividend vote through the board and then have the dividends paid to the clubs with which they were negotiating. Then when the clubs had each received a goodly sum they would consolidate, and the money would go into the treasury of the Union Club. This plan was nipped in the bud and sat down on. But all this time it has been simmering, and at the next meeting of the board—which, by the way, will be the annual one—this amendment, which has been recommended by the executive committee, will be acted on:

"Delegates may at the annual meeting declare dividends from the earnings of the corporation, provided, however, that no dividends shall be declared from the funds in the treasury unless there will remain in the treasury, after the payment of such dividend, the sum of \$1,000. This sum of \$1,000 shall not be used or expended without a four-fifths vote of the delegates present at a meeting of which notice of the proposal to appropriate money is stated in the call."

There are rumors of a big fight in the Press Cycling Club, but just what they are no one seems to know definitely.

President Burdett was in town last week on a flying visit, and after he had gone it was whispered that the National Assembly meeting would be February 19.

## Johnson Breaks a Skating Record.

Johnson has started in on his campaign as a skater, and last Sunday, in a two-mile race with Harley Davidson, at Minneapolis, Johnny broke the record by one and one-fifth seconds. His time for the two miles was 6:00 2-5.

## Stephane Beats Corre.

PARIS, Jan. 7.—The 1,000-kilometer race between Stephane and Corre was finished to-day, Stephane winning in 39:28:08. Stephane thus beat Terront's record by 42 minutes 52 seconds.

## Chicago C. C. Election.

The following were elected officers of the Chicago Cycling Club for '94 at the annual meeting: H. P. Walden, president; W. F. Bode, vice-president; R. M. Barwise, secretary-treasurer; C. W. Davis, captain; H. A. Githens and C. P. Root, directors; H. P. Walden, C. P. Root, and C. G. Sinsabaugh, delegates to the Associated Cycling Clubs. Hereafter all delinquents instead of being expelled will be sued. The three C's have something like \$1,000 in outstanding dues, and the new officers propose to take vigorous steps to get some of it.

A watering-cart was seen on Michigan avenue, Chicago, on New Year's Day.



## INTERESTING ENGLISH NEWS.

LONDON, Dec. 30.—There was little or no racing in England on Boxing Day. At the National Athletic Grounds, Kensal Rise, however, the Kilburn Ramblers held a Christmas one-mile handicap, which was won by H. Dodds, 110 yards. A scratch mile race followed, J. Turner being first, Back second, and A. Maltby third. A notable incident was that Dodds and Maltby both used the new Maltby tires, of whose remarkable speed qualities a lot will be heard next season. H. Herbert rode a mile backward on a roadster in the good time of 5:15.

It has been almost a blank week in London cycling circles, the domestic celebration of Yuletide causing a temporary break in the round of cycling festivities.

At the March council meeting of the National Cyclists' Union Robert Hall, of Newcastle, will bring forward a scheme for the banking of prizes won by racing men. The following is a brief outline of the scheme: Clubs giving prizes are to hand over the full money value within three days of the race meeting to an official of the Union, who shall bank the cash. At the close of the season each rider will be allowed to choose what prizes he likes to the value of the amount standing to his credit, and in company with the treasurer of the fund will purchase them. This treasurer will be fully guaranteed for the amount likely to pass through his hands by a sound guarantee society, and for his trouble he will receive a salary by a percentage of the money passing through his hands—5 per cent. being suggested. This 5 per cent. is not to be deducted from the riders' prizes, but is to be drawn from the extra discounts obtained by purchasing largely. It remains to be seen whether this scheme will be acceptable to racing men. If it be intended to apply it to all races, I rather think it will be opposed by those who compete spasmodically and are content with the present system.

R. L. Jefferson, of the *Wheeler*, accompanied by Rudolph Hagen, artist to the same journal, intends starting from London early in March to ride to Constantinople, a distance of 2,500 miles. His route will be via Newhaven Dieppe, Paris, Dijon, Montreux, Simplon Pass, Milan, Verona, Venice, Trieste, Essek, Peterwarden, Belgrade, Sofia, Nissa, Adrianople, and Eski Baba to Constantinople. Jefferson will go as special commissioner of the *Wheeler*, and those who have enjoyed facts and fiction from his pen in the past will anticipate with lively pleasure the journalistic results of his extended tour.

Mr. Boothroyd has dispatched one of the first three "Bantams" produced in the Crypto factory to the States by a vessel sailing today. I have not yet tried the little midget myself, but not one of the men I have met who have ridden it speak otherwise than favorably of it. Mr. Boothroyd rides one every day of the week, wet or fine, and, as usual, his latest child is of such engrossing interest to him that he is loath to part with it even to pressmen.

In the new rules relating to St. James' Park, laid on the table of the House of Commons yesterday by the First Commissioner of Works, the following additions have been made in reference to bicycles and tricycles. Clause IV states that carriages may use Bird's-eye Walk, Constitution Hill, and the direct roads between Buckingham Gate, Marlborough House Gate, and Storey's Gate. Constitution Hill may, however, be closed for carriage traffic during the residence of Her Majesty at Buckingham Palace, and at such other times as the commissioners may direct. Bicycles and tricycles are admitted subject to the following regulations: (a) They are only allowed on the above mentioned roads when opened for vehicular traffic; (b) there shall be no meets or assemblies of cyclists in the park; (c) racing is forbidden; (d) no cyclist shall ride at a pace exceeding eight miles an hour.

The valuable and interesting tabular analysis of the exhibits at the late Stanley and National shows is published by the *Cyclist* this week. The figures one looks for first are those showing the percentage of popularity of the respective cycles and tires. Taking tires first, we find that solids are virtually extinct; that cushions, which in 1891 represented 54 per cent. of all tires, have dropped to 8 per cent., and are rapidly receding into the obscurity of the past; pneumatics with separate inner air tubes represented 85 per cent. of all tires at the National show, while inflated tires, to which class the Palmer is technically assigned, only stood at 5 per cent.—although at the Stanley show the proportions were 78 per cent. and 10 per cent. respectively. F.-D. machines have dropped from 9 per cent. in November, '92, to 4 per cent. in November, '93. They are now almost equaled by the tandem safety, which is advancing rapidly. At the Stanley there were 1,258 bicycles and 83 tricycles; at the National 1,332 bicycles and 82 tricycles—a difference in the totals of only seventy-three machines in favor of the National show. The all conquering progress of the safety is abundantly proved when we note that no other type of cycle shown at either exhibition attained the proportion of 5 per cent., while the safety triumphantly scored (at the National) 90 per cent.

C. W. HARTUNG.

The first issue of the *American Wheelman* from the New York office is just to hand. It has been increased in size, and is still the bright, breezy paper that made Dai Lewis famous in the cycling world. Under the guiding hand of Editor W. J. Morgan this youngster will no doubt continue to climb up the ladder of fame.

Parisians are now talking of running tandem races with a woman on the front seat and a man on the rear.

E. E. Zimmerman, manager of the "Span of Life," claims Arthur Augustus as a nephew.

## Still Fighting in Milwaukee.

MILWAUKEE, WIS., Jan. 10.—It is now evident that harmony is not to prevail among wheelmen in this city next season. It will be the same thing over again—jealousy and spite work. It was hoped that unison was to be promoted by the forming of an association, but this now seems to be out of the question. The Milwaukee Wheelmen can not agree with the other clubs as to how much jurisdiction the association shall have in race meets and road events. The meeting of the representatives of the clubs, held at Bay View last Friday, did not terminate as had been expected. All the clubs excepting the Milwaukee Wheelmen agreed to a constitution providing for the holding of all race meets and road races under the auspices of the association. To this the Wheelmen objected. They proposed to hold their Waukesha road race under the auspices of the club. Henry Andrae, the representative of the Wheelmen, stated that the Wheelmen favored each club holding its own races with the sanction of the association. Another meeting will be held next week. It is likely that the Wheelmen will withdraw from the proposed association, when the war will begin. In that event two Waukesha road races will be held.

Early last fall the Milwaukee Wheelmen made preparations to give their annual minstrel show. On account of the hard times the idea was abandoned. There is now some talk of holding the show in March. No date has been fixed, however. These shows have always proved interesting. At the last one the club held, the now murdered song "After the Ball" was brought out.

Just now masquerade balls are receiving the attention of wheelmen. The Bay View Wheelmen are arranging to give a ball at the Bay View roller skating rink.

The annual meeting of the division officers will not be held until January 31.

At present cycling is lost to the wheelmen. An interesting pool and billiard tourney is in progress at the club rooms of the Milwaukee Wheelmen, while card parties are held weekly. As a social organization the Wheelmen are quite as successful as at cycling, the parlors being filled with members each evening.

The Bay View Club will give an entertainment at Harmonia hall on January 28.

State Veterinarian Toussaint said the other day that it was remarkable how the bicycle had replaced horses in Wisconsin. He says that in every town the change is noticeable. Horse breeders are beginning to complain about the wheel.

## Chief Consul Harris Has no Love for Negroes.

"How do we feel on the negro question?" replied Chief Consul Harris, of the Alabama division, in answer to the question. "Well, we have already replied to that question in a way that I think is conclusive evidence, by placing the word 'white' in our constitution. This caused a fuss between myself and Secretary Bassett at the Chicago meet last summer, but I won the day and the word stays there. We don't want any negroes in ours and neither would you northern men if you were in our place. They are a dirty lot and not fit to rub against the white men. We have about one hundred riders of color in this city and I want you to take notice of them. You people in the north only see the colored men who have sense enough to leave this country of ease and plenty, and work their way up in the world instead of living off some one else. We have no negroes here who are good enough to travel in the same car with us on a railway train. They are a dirty lot and not as clean as the swine in the gutter yonder. I sincerely hope the next assembly will be held in some southern city,—and by southern I mean south of Baltimore,—that our northern brothers may see what we have to put up with down here, and appreciate our position on this subject fully before they vote again, as they surely will be forced to do."

## Chief Consul Mott's Sensible Ideas.

Chief Consul Mott, of the Maryland division, has two amendments to offer at the National Assembly. He thinks that when two clubs, one of them not a league organization, apply for sanctions for race meets to be held the same day and place, that the League club should be given the preference instead of issuing the sanction to the one whose application is received first. This he will put in the form of an amendment. Mr. Mott also has another scheme, relating to stolen wheels, which he wants inserted in the constitution. His plan is to have every owner of a machine that has been stolen furnish the chairman of the transportation committee with a description of the wheel and the reward offered. Every baggageman in the country will be furnished with this and will keep a lookout for the lost wheels in hopes of winning the rewards.

The Columbus Century Club made one of the first century runs of the new year. They started from Columbus, Ohio, at midnight New Year's Eve and arrived at Marion, Ohio, a distance of fifty-four miles, at 6:55 a. m. The return trip was made under difficulties, as old Sol softened up the roads so that the boys were compelled to carry their wheels part of the distance. However, C. H. Petticord, W. S. McLain, of Pittsburgh, Pa., A. E. Markham, and W. Boyd Newhall managed to pull through inside the limit of fourteen hours, with 20 minutes to spare.

Philadelphia cyclists propose to show the postal authorities that mail can be collected quicker on a bicycle than by wagon. They will select their fastest men to ride to the sub-stations and return with the mail.



## A STEAM BICYCLE.

**A Boston Doctor Has an Invention Which He Thinks will Revolutionize Cycling—His Scheme.**

"I think I have something that will put the bicycle of today deep in the shade."

The speaker was Dr. W. H. Libby, of Boston, and he referred to a steam bicycle that he has invented. Doctor Libby has invented several things before that have made his name famous. The genial doctor has been working on the steam bike for some time and now has invented something that he confidently thinks will discount the bicycle and remove it from the face of the earth. But the doctor probably doesn't know that the bicyclists are legion and that the bicycle has come to stay.

The invention is made of a front wheel and a rear steering wheel. The two are secured by a casing which contains a water reservoir and a boiler. On the sides of this casing are secured pistons, connected with the cranks of the front wheel by piston rods. The front wheel is mounted in a vertical fork and this fork is connected with the backbone of the loop pattern. The water reservoir is filled by a short pipe from the top, and the top is stopped with a plug. The heat is furnished by a lamp. The whole apparatus is furnished with safety valves and all appliances for the safe conduct of steam apparatus. A gong is fixed on the front fork and is arranged to be rung by the feet. A headlight hangs on the front of the fork. The saddle is on the top of the backbone and a two-armed lever is secured to the top of the steering post by means of which the rider operates the steering gear. Reversing gear is applied.

Doctor Libby claims that sufficient steam can be generated in the boiler to drive the machine at least twenty miles an hour. The lamps will burn twelve hours and the supply of water that can be carried will be ample to drive the machine that length of time. The extra supply tank between the rider and the boiler will take away all heat that might make riding uncomfortable in hot weather. When the machine is completed it will weigh a little over 100 pounds and the weight of the water will bring it to about 150 pounds. The doctor does not yet know what he can sell the machine for.

### Washingtonians as Society Men.

WASHINGTON, D. C., Jan. 6.—The Arlington wheelmen have had full sway during the week just past, they being the only club having had anything out of the ordinary run of events. Their annual banquet was held at Freund's on Tuesday evening and covers were laid for forty. At 9:30 President Gethinger made a speech of welcome to the guests of the evening and the ceremonies commenced. With the coffee and cigars came the speeches of the evening. Mr. Gethinger, on behalf of the active members, and Mr. Ballard Morris responded for the honorary members, Guy V. Collins for the Georgetown Cycle Club, and Mr. Hand Smith, the press. Toasts were also responded to by W. T. Robertson, E. D. Clapp, C. C. Babb, Lewis M. Thayer, D. L. Sandor, G. E. Mitchell, and P. G. McComas. Upon motion of Mr. Babb, a vote of thanks was tendered the active members by their guests, and at 12:30 the enjoyment of a very pleasant evening was brought to a close.

The third of a series of dancing receptions given by the Arlington Wheelmen was held Thursday evening at Builder's Exchange Hall and proved a great success. About 300 were present.

### New Year's Sport at St. Louis.

ST. LOUIS, MO., Jan. 2.—H. G. Wolzendorf, of the St. Louis C. C., has the honor of being the first rider to make the De Soto trip this year. He made the ride from De Soto to St. Louis in 4:35:00. The day was all that could be asked for riding, and he reports the road as being like a boulevard the entire distance.

George Tivy and W. P. Laing, of the same club, made the trip to Ballwin on New Year's Eve, intent on securing the bottle of wine and the cake offered by the hotel proprietor, to the first riders arriving in the new year. They reached their destination at 12:05 a. m., and discovered that an unattached rider, M. H. Hanley, was there before them, and the game he worked was to get there about 11 o'clock and hang around across the street from the hotel, not announcing himself until the clock struck 12. He got the bottle and the cycling club boys "took the cake."

### San Diego Races.

SAN DIEGO, CAL., Jan. 1.—Although the weather was a little cold today, the Sweetwater track was crowded with spectators who came to see the horse and bicycle races. The bicycle races resulted as follows: The one-mile novice was won by Berte Franklin in 2:54 3-4; the quarter-mile open by C. H. Edwards in :38; the five-mile handicap by Berte Franklin in 15:56 1-2; the quarter-mile special by H. B. Cromwell in :37 1-5; the half-mile open by Tibbals in 1:17 1-2; the one-mile open by C. H. Edwards in 2:57; the half-mile special by Kitchin in 1:17; in the one-mile handicap by Bud Story, from 100 yards, in 2:43 1-2, and the one-mile 2:50 class by Cobb in 2:55. The track was in poor condition, a result of recent heavy rains.

The Park Avenue Wheelmen, of Philadelphia, have started a club paper that is a novelty to say the least. It is printed on a postal card in the regulation newspaper style, and contains lots of interesting club news.

The big fire at the World's Fair last Monday night brought out hundreds of wheelmen, who scurried around the grounds on their wheels.

## THE NEGRO QUESTION.

The stand taken by THE BEARINGS on the negro question has caused much favorable comment from southern wheelmen. Nearly every mail brings us letters thanking us for our editorial expressions, and offering suggestions as to how the League might be improved. The following letter has been received from a very prominent Texas cyclist, who evidently knows whereof he writes. He handles the subject in a very able manner, and gives several reasons why the L. A. W. has not a larger membership in his part of the country. He says:

"The article in Christmas BEARINGS, under head of 'The Southern Negro,' to my mind most clearly defines the feeling of the average southerner against negroes being allowed to belong to the L. A. W. There has been a great deal said and written, and not a little injustice has been done the wheelmen throughout the south by the adverse remarks that the color line has brought out. The writer has visited almost all of the southern cities of any importance since the color question has been discussed, and while it is true that not a few of the old L. A. W. members refused to renew for no other reason whatever than their objection to the stand taken in reference to the negro, there has never been any well-defined action toward forming a southern league. There is hardly any doubt in my mind but that a southern league would be a failure in every sense of the word. At this time it is entirely impracticable for many reasons.

"A Mr. Thacker, of Cleburne, Tex., has said a great deal, and written a great many articles and letters on the subject, but he has received absolutely no encouragement that amounts to anything definite. If there is a negro in Texas that belongs to the L. A. W. the writer has never heard of him, and unless Mr. Thacker's causes for starting a southern league were founded on better ground than the mere color question, it is safe to say that his followers are very few. If he can name ten Texas wheelmen who are now League members who would go actively into a new league, it is more than I think he can do.

"The fact of the matter is that the League of American Wheelmen has never been of much advantage to southerners. Of all the members that I have known to express themselves, who live entirely in the south, they have generally joined for the sake of the weekly paper, or, if racing men, it was necessary for them to be members in order to compete in track events at the various meets. There are no League hotels that give any extra inducements to L. A. W. members. If there are any special rates given by hotels in cities where meets are held, it is because of a man being a member of the fraternity of wheelmen, and his membership to any organized body is never questioned. So long as the League controls racing, just that long will those southerners who are racing men continue their membership faithfully; and those who are not, and who receive any other paper than that supplied by the League, will drop out, unless it is made to their interest to continue their membership."

### Our Colored Brother's Directions.

*Belated Cyclist*—Can you tell me how to get to the road?

*Southern Negro*—To be sartin I kin. Yer jist follows dis fence fer a quarter of a mile; maybe a little fudder, 'bout a mile an' half, I reckons; den you takes acrost de field; den you sees a big pussimmons tree, dat aint



got no pussimmons on ter hit; go a little way to a'ds dat tree; den keep on a little fudder, an' dar you finds a paff; yer don't take dat paff; yer keeps on ag'in torable fer; den you turn to de lef, an' dar you fines annodder paff; dat las' paff yer takes, an' yer sticks to it tell yer come to a big black-jack tree; den you lebes de paff an' goes a straight line to a'ds de sunset, an' dar yer fetches de Buzzard's' Roos Road, an' it's a heap easier ter find de turnpike.



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|                      |                   | Massasoit House.   | LaFayette House.     |

GEO. K. BARRETT, EDITOR.

**FOR SWEET CHARITY'S SAKE.**

The wheelmen of the United States are missing one of the grandest opportunities that they will ever have to show the general public that they are not rattle-brained youths, whose sole ambition is to scorch and run over people, but are warm-hearted citizens who are willing to respond to the urgent cry for help now going up in all parts of the United States from the great army of unemployed, whose wives and children are dying by inches for lack of proper food and nourishment. Nearly every city in the country has been obliged to form relief committees to devise means to keep the poor people from starving. In Chicago, in particular, has there been the greatest call for help. Fifty of the most prominent citizens in the great World's Fair city have joined hands, and are working night and day to help their fellow men. They have just issued an appeal to the public for every man, woman, and child to give at least one day's pay to the fund. The results have been astonishing, and flinty-hearted people who have never been known to respond to the calls for aid have opened their purses and have given freely.

Different societies have pitched in and contributed their share to the fund, but we have yet to hear of the wheelmen making any systematic attempt to help in the great work. True, the Columbus Cycling Club gave a donation party a short while ago, and secured a large quantity of clothes and food for the relief committee, and the Columbia Wheelmen, of Chicago, turned over several hundred sandwiches to feed the hungry. But that is only a drop in the bucket, you might say. What the wheelmen should do is to join hands, take off their coats and pitch in and show the world what they can do. Here's the chance of a lifetime to help the sport. Get up entertainments and dances, and give the proceeds to charity. A few live hustlers can do wonders. If some of the clubs will take hold of such charitable entertainments, they will find that the daily newspapers are always willing to advertise anything that is conducive to the good of the people, and they can make a name for themselves. If there is a place large enough in your city to hold an indoor race meet, why secure it and hold one. Enough money ought to be raised this way to feed thousands. Don't stop to say, "The little we can do won't help any one." Get out and hustle. Even if it feeds but one hundred homeless unfortunates it will be something to your credit, and will raise cycling several degrees in popular favor. Don't let the people say that the wheelmen shirked when their country called for their help.

**OUTLOOK FOR PROFESSIONALS.**

From the present outlook the future of the black sheep of the cycling family—the professional—looks bright indeed. But it is not for the old class of "pros" who threw races, and so disgusted the public that professional racing was given a black eye, that this new order of things comes, but

for the erstwhile amateurs who honestly think that racing for money is far more honorable than hiding under the cloak of shamateurism. Amateur racing has gained much favor with the public, for it knows that as a general rule there is nothing crooked about it, and that the men ride to win. It will be noticed that whenever there is a recruit from the amateur to the professional ranks, there is always a crowd to see him make his debut, as was instanced in the Madison Square Garden grind, when thousands came for no other reason than to see Waller, Van Emberg, and other ex-amateurs ride. The effort of the N. C. A. to control professional racing the past season has placed this branch of the sport on a much higher plane than heretofore. The public was given honest racing, the men all got their prize money, and there was nothing of the hippodrome order connected with this association. It seems ungrateful on the part of the men to deliberately violate the rules of the organization by competing in the six-day race, especially after they had been warned. It would serve them right if they were forever barred from the path.

But not alone in America is the good work in the professional interest going on. England has waked up and will take radical steps to make professional racing once more an honorable calling. The effort of an English syndicate to form an organization similar to our National Cycling Association had its effects on the N. C. U., and now England's ruling body will form rules to govern and regulate professional racing. When these rules are made it will be found that English racing will be conducted almost the same way as we propose to do this year, that is, have two classes, one pure amateurs, who will ride for money, and the other those who will go in for cash. The only difference between our Class B men and the English professionals will be the money question.

If the professionals will heed a warning word and behave themselves, they will find the public's confidence in them restored and will once more be on the top wave of popularity. But let them beware, for a single false step will cast them into a sea of oblivion from which they will find it impossible to extricate themselves.

**STRAY SHOTS.**

**How He "Raised the Wind."**

The Old Skate wandered wearily into the office last week and picked out the easiest chair in the den, helped himself to one of the editor's perfectos, and settled back to read some of the exchanges. For more than half-an-hour he was quiet, and then he suddenly threw the paper down, exclaiming "Hard times! nothing but poverty." He quieted down after this outburst, and began soliloquizing. "These hard times are tough on the poor," he mused. "They remind me of the summer of '92 when I was out of work. I had my choice of going to work or starving. I didn't want to do either. I wanted to go on the circuit with the boys, but I didn't have the wherewithal. My bank account figured up exactly \$6, and that wouldn't carry me much past Pullman. I wasn't feeling well the day before the boys started, so I wandered out to the Garfield Park track. Idly I strolled into the bookmakers' stalls and glanced at the odds. I picked out one horse and bet \$2, and won. Encouraged by this I placed some of my winnings on the next race. Luck was with me again, and I raked in some more money. The next race promised to be a good one, and I looked at the odds. One horse, Looking Glass, attracted my attention, and I was startled at the odds. There were two horses of this name. One of them was a good stake horse and the other was not worth the powder to shoot him. I hadn't read the owner's name, and I placed a bet. Pretty soon the odds were increased, and I placed another tenner. I strolled into the grand stand, where I met a friend. I told him how I had bet, and was startled when he told me that the horse was n. g. But it was too late, and I was on tenter hooks while the race was being run. But you ought to have seen old boneyard run! Why, the others weren't in it for a minute, and he won hands down. I cleared \$96 on that race, and my capital was increased to \$125 when I got home. I was on hand the next day when the boys started, and I went with them. That was the first and last time I played the race."

The Old Skate then threw away the stub of his cigar, helped himself to another "to smoke after dinner," and walked out of the door whistling "I'm the man who broke the bank at Monte Carlo."

**A Credit to the West.**

The wheelmen west of Chicago are lucky in having such a fine paper as *Cycling West* cater to their wants. We had heard considerable of the proposed Christmas number of the Denver youngster, but we were not prepared for the surprise we received when we tore the wrapper off of a bulky package this week. It was the holiday number, and it was something to be proud of. It contained many fine half-tone illustrations of western riders and Colorado scenery, besides several good stories illustrated by the clever pen of W. E. Miles. Editor McGuire, we compliment you.

**Strange but True.**

THE BEARINGS has a large foreign circulation, going to every country in the world. Strange to say there are more subscribers from France than there are from England. When one stops to think that these readers, or a large part of them, have to call an interpreter to read the paper for them, it seems more remarkable still.



### More Likely He Meant Zimmy.

We heard rather a good story the other day that places Walter C. Sanger in a rather more favorable light than do some of the yarns told of the Milwaukeean. A few men were sitting in an American clubhouse enjoying an impromptu feast of reason and flow of soul, when suddenly one youth asked Sanger if the medal dangling from his watchguard was an emblem of the championship of England? "No," hinted the Milwaukeean, "but it is a souvenir of the one-mile championship of the National Cyclists' Union," going on, in explanation, "You see, they barred the one man in England who was best fitted to give me a beating." Sanger, of course, referred to Schofield.—*British Sport.*

### Russian Cycling.

Moscow is considered the Russian cycling center. It has two cycling clubs for a population of 800,000. The annual Russian championship is run at Moscow. This championship is only competed for by Moscow cyclists. The track is poor and seems to be made of cement, pounded brick, and asphalt. Moscow racers are considered the best. Laziness is a characteristic of the people and a weak point with the racers. Varsovie has the best track in the country, having a surface of pounded brick. It also has the best short-distance racers and holds all records. Odessa has a club of 375 members but does not seem to take much interest in cycling. The track is bad, flat turns, and a horrible surface, made of pounded coal mixed with pebbles and nails. Tires are punctured at every meeting. However, the track is to be made over next year. The first prize in the principal international race next August will be \$600 and the second \$300. The less important cities of Lodz, Kieff, and St. Petersburg offer but little in the way of cycling.

### Racing in Colors.

*Bicycling News*, that conservative English journal, sides with THE BEARINGS in the latter's effort to have the racing men adopt colors. In its last issue it says: "Half the crack racing men in the States are dropping the eternal black racing suits and taking up with more artistic coloring. Both for spectacular and descriptive reasons we wish our men on this side would follow the example. It would make races infinitely more attractive to the feminine portion of the spectators, while the adoption of, and adhesion to, a certain set and arrangement of colors by each man would greatly add not only to the pleasure and interest of the lookers-on, but would aid the active officials and press very materially."

### Scared the Racing Men.

Letters addressed to several prominent racing men came to THE BEARINGS office last week. The envelopes were stamped: "H. E. Raymond, chairman of the Racing Board." One of the cracks drifted in the other day and was handed his letter. A glance at the envelope caused him to turn pale, and beads of sweat came out on his manly brow. It was with difficulty that he summoned up enough courage to open the letter. After reading its contents he heaved a sigh of relief. It was not a suspension—only a request for a photograph of the rider.

### New Way to Steal a Wheel.

A Parisian second-hand dealer had a bicycle for sale. "What is the price?" asked a customer. "Two hundred francs." "I will take it," said the customer. "Send it to my house." At the time promised the bicycle was delivered. The customer was waiting on the steps. He said to the clerk: "I do not know how to ride a bicycle. Give me a lesson and I will pay you." At the end of a quarter of an hour the customer said, "Let me go alone a moment and see if I can keep my balance." The clerk let go, and the customer disappeared around the corner and "he never came back."

### Eck and the Scandinavians.

It is announced that John S. Johnson will go to Sweden and skate there against the crack Scands for the championship. John will take Eck with him for coaching purposes. It seems to us that a crowd of simple, unsophisticated Northmen, such as Johnson will encounter in Norway and Sweden, should be for the ingenious Thomas as clay in the hands of the potter. When Eck starts that whistle of his blowing, where will the Scand skaters be?

### Caught by a Cyclist.

John Hathaway, a Louisville negro, while crazy drunk, tried to run amuck. He chased people with a knife, but fled when he saw two blue-coats. Thomas P. Watts, a wheelman, gave chase on his wheel, caught the colored man, and held him until the police came up.

### Anarchists Ride Bicycles.

The French anarchist Marpeaux, who killed a policeman, is a cyclist, as are many of his companions. The police reports state that search was made among the different anarchists and twenty-five bicycles seized.

### Lehr Turns Professional.

Lehr, the German champion for from one to ten kilometers, has become a professional. He will go to France in the spring to train with Wheeler. Like Wheeler he rides the Raleigh.

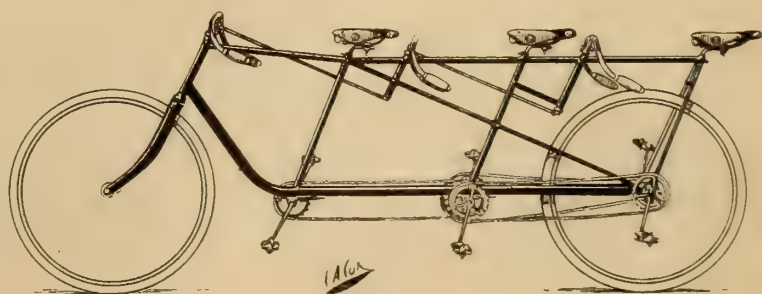
## WINTER RIDING.

The glorious and ever-memorable season by which Anno Domini 1893 will ever be recalled, so far as wheelmen are concerned, has undoubtedly added many hundreds of riders to the ranks of cyclists. It would be, indeed, difficult to estimate the number of first season men, who, full of the enthusiasm born of a novel and a glorious pastime, to which their thews and their sinews are but lately accustomed, are at this moment regretting not only the waning of the year, but the cessation of that invigorating exercise which the winter solstice is presumed to bring in its train. It is to these men, with all their zealous days before them, not the bored and the cycle weary, that we would preach a sermonette on "winter riding," not only as a pleasure, but in fact as a duty they owe themselves and their manhood. The wine of life is the enjoyment of pure fresh air, uncontaminated and uncarbonized by the waste products of huge and over-populated towns. Now men, and women too, for the matter of that, are apt to spend many more hours within walls when the mercury approaches the bulb than is the case at milder seasons of the year. No matter how well ventilated a warmed room may be, its atmosphere lacks a large percentage of the reinvigorating qualities of "the wind that blows," and it is necessary for health's sake that exercise should be frequently taken in the open. The riding of the cycle in winter will afford us the pleasurable necessary toil and ozonization in a manner impossible by any contemporary pastime, says *Cycling*. It is easy enough to make comparisons, and to realize how the practice of the wheel, even under the severest elemental aspects, rises superior to any other class of what, for the sake of classification, may be placed under the head of muscular sport. As we have already said, we are writing for the novice and the first-season man, lest he should lean to the cult who fly to the vaseline pot and the hermetically-sealed cycle shed or more frequent coal cellar, the instant that Old Father Sol threatens to visit his friend the Goat.

Let the novice make his winter preparations, but let them partake of the nature of mud-guards, gear-cases, mackintosh capes, high spats, and all-wool clothing. Mud and wet are unpleasant assuredly, but, believe us, a plug through the wind and the sleet and the driving rain is heaps ahead of parading in full kit for the mid-day promenade, and crooning, front-roasted and back-chilled, over the fire for the remainder of the day. This, of course, is looking at winter riding in the darkest light, but it has another and a brighter side. The glorious days when the air is sparkling with frost, when the winter sun brightens and gladdens the sad and naked landscape, when the roads are hard as iron, smooth as glass, and fast as Herne Hill, when the keen atmosphere is like a draught of wine to the healthy man, these are the days for which to wait armed at all points and ready for the road. Kingsley once wrote of the English that they were a stern people, and the winter suited them. So it does, but not all of them. And cycle novices who are not altogether comfortable when the northeaster, beloved of the grand old priest, comes howling down, when the day is leaden and the sky is drear, should exercise a meed of caution ere they sally forth. On such days, if the rider's circulation is a trifle sluggish, he should wear all-wool garments, high all-wool gaiters, cork soles inside the shoes, knitted, leather-palmed—not kid or buckskin—gloves, and should invariably start in a southwesterly direction. Go out before the wind, and the fast pedaling will quickly have the warmed blood at the extremities, and then you are master of the temperature, and can defy the breath of Bergen so long as you are on the move. But care should be taken that all the gear is fast and shipshape. A stop to tighten a crank, adjust a bearing, screw up a pedal nut, slack off or take up chain when the body is nicely warmed up, may prove more than serious. If it is an all-day ride, feed well at the turning point, and go where a good meal may be obtained. Then, returning, start warm, and do not loiter, keep warm by riding at a nice steady pace, and reaching home aglow, invigorated, a man renewed, with a hunger which would put to very shame the giant of the story, you will agree that "Winter yields no unkindly scepter after all."

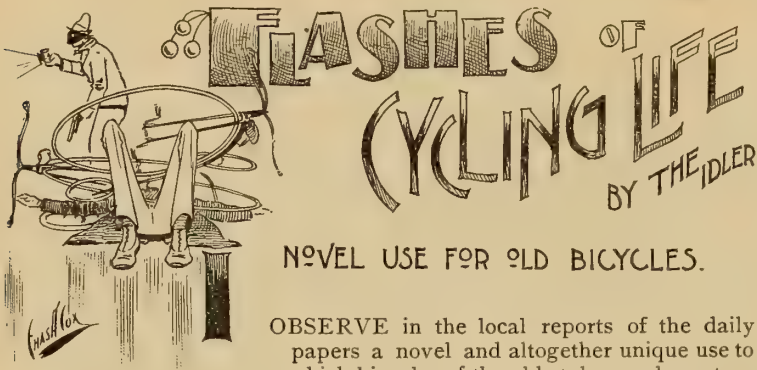
### The Rambler Triplet.

When Bliss and Dinberger started south to break records they took along with them two Rambler triplets. Inability to secure human pace-makers compelled the record breakers to secure horses, and the triplets were not used. The Rambler triplet is certainly the finest looking machine



of this kind we have ever seen. Unlike most triplets all the seats have good positions, and a rider feels at home as soon as he mounts. The machine weighs seventy-two pounds, the wheel base is six feet six inches, and thirty-inch wheels are used. The machine lists at \$350, and will be included in the Rambler family this year.





## NOVEL USE FOR OLD BICYCLES.

OBSERVE in the local reports of the daily papers a novel and altogether unique use to which bicycles of the old style may be put.

On the second day of this week three bold robbers entered the pawn shop of one Simon Greenburg, in West Randolph street, for the purpose of looting the establishment. That they did their work well, carrying off something like \$5,000 in gold watches, diamonds, and hard cash, making good their escape, is to my idea the least important feature of the performance. I am chiefly interested in the ingenious fashion in which they brought the bicycle to bear on the crime.

The proprietor's nephew, a young man who has probably often ridden a wheel himself, was gagged by the robbers, led into a back room and made fast to—what think you? A post? A pillar? A ton of lead?

No, to a safety bicycle. This bicycle is of the old style, and cost the original purchaser not more, I am certain, than \$35, time payments.

After tying him fast to this wheel, the robbers gently placed on the top of him two gaunt, weird ordinaries that stood idly by. When Mr. Greenburg consented, in a foolish moment, to take in pawn two ordinary wheels he little thought to what uses they would be put. This, however, is a mere incidental reflection. Crushed under the weight of the ordinaries, and hopelessly bound to the ponderous frame of the safety, what could poor Greenburg do but reflect upon the irony of fate. Here were machines that were designed for fast movement serving the purpose of stopping movement of any kind—machines, too, for which Mr. Greenburg had paid out good coin.

Let us sincerely hope that the ingenuity of the cracksmen will lead to better things. Let us hope that their impromptu appreciation of the good that remains in the old discarded cycle will be a lesson to their duller fellow citizens, the cyclists themselves, and that their quick wit will help to solve the problem that from sheer hopelessness has been falling away from sight recently, to-wit: "What will we do with our old ordinaries?"

This is a question on which I would like very much to hear the views of my ever-esteemed contemporary and fellow cyclist, G. Lacy Hillier.

### The Negro and the League.

Once more does the colored brother bob up his kinky head in the politics of the L. A. W. It seems to me that there is (as a matter of fact and not of figure) more cry in this affair than wool. Why should we let a question of race perturb us? And especially a question of the negro race?

The L. A. W. was organized for the benefit of wheelmen. There are those who declare they can see no benefit in it—but that is neither here nor there.

Its original founders had no idea of excluding any respectable American citizen from membership. Of course we know that in the old days there were no negro wheelmen, and I will venture the assertion that had a black man applied for admission in the early times he would have been excluded by some trick. But the pastime of cycling has grown and with it the League. Slavery is now thirty years buried and the prejudice against the negro race has been largely softened. I believe that a law excluding the negro from the League, passed now, would not redound to the credit of the League or to the credit of the great United States. We are accustomed to brag of our civil liberty. American liberty is, to a more or less extent, an American farce. The eagle screams for certain classes of people only. In this respect we resemble the republics of antiquity. A Roman citizen was a great man. And yet Rome was the severest slavedriver in the history of the world.

In true freedom, in true liberty, this great republic is far behind the monarchy of England. There a poor man has an equal chance in the courts with a marquis. In this glorious country a poor man is a dog. For that reason (and I know it to be true) I always blush when I hear my fellows boast about American freedom. I suppose we compare with Russia fairly well or perhaps with Turkey. But although we live under the best and most liberal form of government ever conceived by the brain of man, we are bound in and narrowed by social prejudices—really laughable in a new country—that are not exceeded in the most nobility ridden country of Europe. We may not have our princes. We have our "white citizens." Therefore I say, if the L. A. W. passes a law against the colored man and against him only, be it to the everlasting shame and disgrace of the L. A. W.

If one candidate be elected on that platform, be it to his everlasting shame and confusion, no matter how high he may stand in the community in which he lives.

If the National Assembly of the L. A. W. places this additional stigma on the name of American freedom and American institutions, let it do so at its own risk.

If the L. A. W. adopts the exclusion law I will give it three years to live. For I believe that we have among us a few men of sturdy principles

yet—a few with whom the broader wisdom prevails, and who can fling aside, in big emergencies like this, the narrow, despicable, hide-bound prejudices that have made us a laughing stock so long. I am persuaded that the L. A. W. has a few men within its membership who would enlist if 1861 were to come again.

On the other hand I am not an extremist. If the conditions in the south are necessitous—and I think they are—let the L. A. W. give to the south in this very matter—the original cause of the rebellion—what the south wants. Let the south and the north have state's rights. The settlement may not please every one, but it will at least not make us stultify ourselves before the world.

### And in Hard Times, Too.

We read, by the reports from the mother country, that the English Cycling Touring Club has *increased* its annual dues to one shilling—the equivalent of 24 cents in real money. It is said there is a strong opposition among the members to this exorbitant sum for yearly dues, and no wonder. Against a reasonably large taxation for annual dues, say three ha'pence, or one and one-half cents (real money), there would be no objection. But this highway robbery business of a quarter dollar a year—really now, you know, bah Jove!

### 'Twas a Ground-Hog Case.

"Father," said Jorkins, "I have always been a model son to you, have I not?"

"You have, my boy," replied old Deacon Jorkins, looking up from his report of the foreign missionary society; "you have."

"I have been a member of the Y. M. C. A. all my life, have I not?"

"I think you have; but—"

"I have never deceived you since I was old enough to go to Sunday-school, have I, father dear?"

"No, my son, I have never known you to deceive me in anything; but why—"

"On one occasion you asked me if I smoked cigarettes, and told me you would lam me if I had, didn't you?"

"I did; but—"

"And I fessed up and told you the truth, didn't I?"

"You did; that's the truth."

"And if I were to tell you something now you would believe me, would you not?"



"My son, I would; but tell me—"

"Now father, hear me out," continued young Jorkins, his color rising and his utterance becoming thick. "Suppose you should hear of me telling the wildest kind of tales; hear of my lying like a maker's amateur to printed questions of the Racing Board; hear me telling tales of courage and endurance that you know can not be true. dear papa, what would you think?"

"Think, my son! Think! Why I should certainly think you had gone insane."

"And yet you will hear all this of me and much worse."

"What do you mean? Are you mad, or is it your intention, too, to become a missionary?"

The young man drew himself up proudly. His eyes flashed fire, and he said in a clear ringing voice, and with a determined attitude:

"No! But I have signed a contract to go on a bicycle tour around the world for a swell eastern athletic magazine."

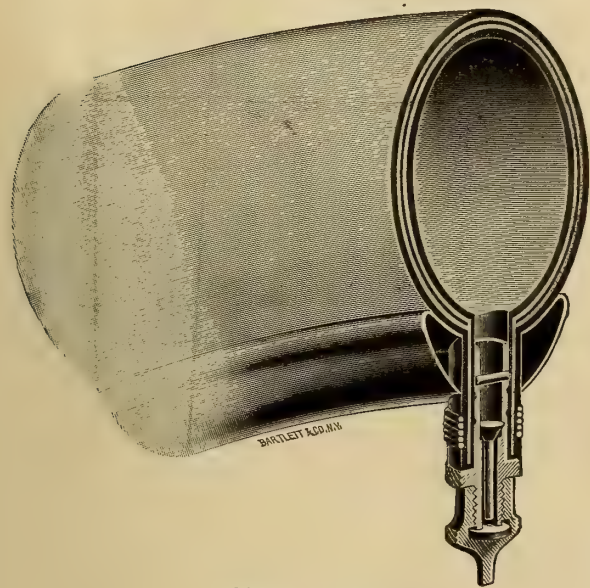
### Important for New Yorkers.

Every "Cholly" in New York who rides a wheel should know of a new style that obtains largely in London. According to a note in one of the English cycling papers "the wearing of spats or gaiters in the winter has now become very usual." With this light, if any Gothamite should be caught on a wheel during the winter season without "spats," he should be once and for all time ostracised.

W. A. Rhodes has about concluded that he is out of place in the amateur class, and is seriously debating the question of entering the professional ranks and sailing for the French shore to ride for the "stuff."



# The TIRE QUESTION...



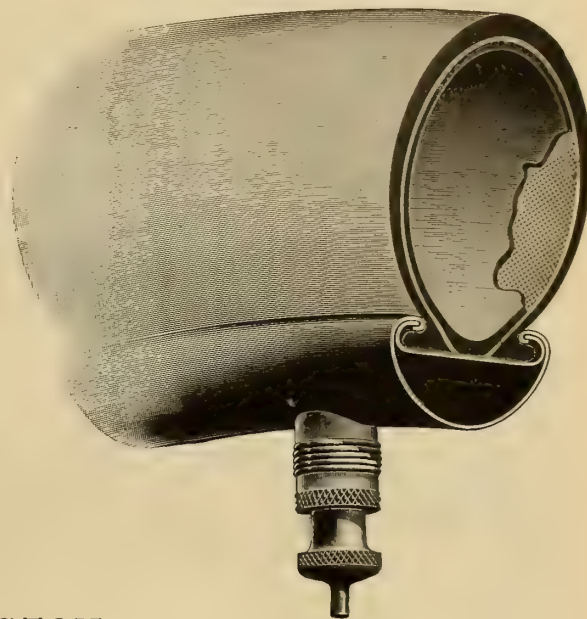
Single Tube.

Is the most important one in modern bicycle construction, and we confidently believe that we have solved this problem in a manner that will prove satisfactory to all riders, whether they are believers in the single or inner tube variety. Columbia bicycles for 1894 offer to every wheelman a choice between the best single tire in the world and a double tire, superior in design and construction to any of its variety that has ever been put upon the market.

We continue the Columbia single tube tire as the regular equipment of our 1894 wheels, and as a result of our own experience and a most careful observance of every other tire in use during the last season, we confidently maintain for it the greatest success of all in point of resilience and durability combined, that it is the easiest to repair, and causes its users less annoyance and expense than any other.

We offer as an option the Hartford double tire as perfected and manufactured by ourselves, and believe it to be the first inner tube tire to make its appearance which can be attached and removed quickly and conveniently under all circumstances. While several other tires resemble it in one particular or another, they all seem to lack this essential feature. Its quality is of the highest grade, and we have designed for it a special form of Columbia hollow rim, which is very light but amply strong.

No intending purchaser can afford to overlook the advantages presented in the completeness and variety of equipment of our 1894 wheels, which are fully described in the best arranged, most interesting, comprehensive, and beautiful bicycle catalogue ever issued. This can be obtained free at our agencies, or we mail it for two two-cent stamps.



Double Tube.

**POPE MFG. CO.**

221 Columbus Ave., BOSTON.

Branch Houses:

12 Warren St., New York.  
291 Wabash Ave., Chicago.  
Hartford, Conn.

MENTION THE BEARINGS

## Pneumatic Tires

For **BICYCLES**  
And **CARRIAGES**

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

**Hartford Rubber Works Co.**

HARTFORD, CONN.

MENTION THE BEARINGS

## The Hartford Safeties

FOR **1894**

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

**The Hartford Cycle Co.**

HARTFORD, CONN.

MENTION THE BEARINGS



**Hoosiers Looking for Good Roads.**

INDIANAPOLIS, IND., Jan. 4.—The second annual meeting of the Indiana Road Congress convened here today. In calling the association to order President Niblack said that the object of the meeting was to bring out the best methods of road building. It was not the purpose of the meeting to advocate the laying of additional burdens upon any one. If there were any other motive actuating any one it could not be laid at the feet of the men who had brought about this movement. He said it was intended to keep up the discussion of this subject from year to year until there should be found a method satisfactory to the most skeptical. Papers dealing with the best methods of road building were read by ex-Senator J. A. Mount, of Shannondale; A. P. Kent, of Elkhart; J. P. Applegate, of New Albany.

**A Large Mail.**

The Pope Mfg. Co. received during the year 1893 at its general office on Columbus avenue, Boston, a total of 134,554 letters and postal cards. The average per business day was 434, and the largest number in a single day 1,621. No count was made of newspapers and other periodicals, an enormous number of which are received daily.

O. S. Bunnell suggests that any crooked amateur caught violating the L. A. W. rules be condemned to ride in a six-day race.

**The Elwell European Tour for '94.**

As will be noticed in our advertising columns, Mr. Elwell is now prepared to give complete information in regard to his tour for '94. This is his sixth season, and they have all proved most delightful outings.

At the annual election of officers of the Chicago Century Wheelmen the following directors were elected for the year: J. W. Hipwell, president; William H. Davis, vice-president; W. J. Bell, secretary; E. L. Mann, treasurer; Robert Clark, quartermaster, and William L. Whitson, captain.

A French paper says that Zimmerman will pass over the herring pond this year and that a certain club in Glasgow expect him to ride at some of their races. It is understood that a license will not be refused.

Of course the old, old story about the man "who would have surely won had he not been drugged" bobs up after the six-day race. That is one of the beauties of professionalism.

A Belgian racing man who has very narrow nostrils uses two celluloid cones, which he introduces into the nostrils, holding them in place by pressure similar to eyeglasses.

A Belgian captain is building a bicycle that will carry twelve soldiers and an officer.

**...AGENTS...**

OUR LIBERAL DISCOUNTS ON

**MONARCHS**

WILL PLEASE YOU.

**DO NOT FAIL**

To see us at the New York Cycle Show in the Gallery—Stands Nos. 135 and 136.

**C. F. GUYON Co., LTD.**

...AGENTS...

**97-99 READE ST., NEW YORK CITY.**

MENTION THE BEARINGS

**MAKERS and DEALERS! We have them Again!**

The LARGEST, BEST, NEATEST, HANDSOMEST, etc.



Repair Outfit on Earth for the salvation of all discouraged tires: . . . . .

**The "Perfection"**

Send 12 two-cent stamps for sample and let us quote our record-breaking prices.

100,000 AND OVER SOLD IN FIVE MONTHS.

This is not a Toy or a Make-Believe Repair Outfit, but the old, reliable "Perfection." TWICE SIZE OF CUT.

**FERRIS-WHEELER MFG. CO., 289 Wabash Ave., CHICAGO.**

Bicycle Sundries only—OUTFITS. GOO-GOO-OILS. GRAPHITE. BICYCLE SUITS. TOOL BAGS, ETC.  
MENTION THE BEARINGS



## "ATTENDIN' MEETIN'" AWHEEL.

Cycling on Sunday is regarded with much disfavor by the pious bonifaces of small country towns. The wheelmen who on a Sunday morning "gird up their loins," incase their physiques in knickerbockers and sweaters, and go forth to admire nature and "hold communion with her visible forms," are liable to be held up in the various Sunday-schools as "horrible examples" of the depth of depravity to which erring mankind can descend. I am but human—and to be human is to be liable to err; and err I did, sadly, in this respect; but when I realized to what an extent I was incurring the divine displeasure, according to the opinions of these worthy brethren, I decided to compromise by mounting my wheel and going into the country, and when there to hunt up and attend "meetin'." One of my club mates also decided to adopt this method of avoiding a later contact with the prince of the scriptural torrid zone, and together we went to "meetin'" every Sunday when the roads were ridable. We took great interest in hunting up new, obscure churches, and even went so far as to attend the "Cumberland Presbyterian" meeting, which was held at farmhouses, the congregation not being sufficiently large to build a "meetin' house." We became veritable connoisseurs on this line of sabbath recreation and devotion. Through two summer seasons we attended right and left and became known at the club as "parson" and "deacon."

Some of our experiences were amusing to an unusual degree, considering the source from which they emanated. On one still, sultry sabbath morning we were away early, and bent on attending a meeting of the regular Baptists—the old originals; "the once in grace, always in grace, hard shelled, forty gallon Baptists"—held some thirty miles from where we were located. The roads were in splendid condition, and we made good time, arriving just a short time after services had begun. We slipped in and occupied places in the back seat—invariably reserved for the unregenerate. The minister, a tall gaunt relic of a past generation, regarded us with unfavorable eye, but did not allow such a trifle as the advent of two "town-fellers, ridin' dude waggins," to disturb his equanimity. The theme of his sermon, delivered in a drawling nasal manner, was the "Jedgement"—and it was long drawn out. He told of the "bed rocks a-tumblin' in the mountings to the triumphal tootin' of Gabreal's horn." At this juncture, and amid all this verbal desolation and upheaval, I noted that the man of God was casting an evil eye in our direction, and looking around to discover the source of his displeasure I found that my companion was sleeping peacefully—the sleep of the just, I presume. I soon brought him around, and was rewarded by an approving nod from his holiness. Amid a gorgeous aurora borealis of oral pyrotechnics the sermon ended, and was followed by a twenty-minute "prarer." Then a venerable songster arose and prepared to "line" a "samm." The congregation rose and he started.

"Fee-sus my-yall to Heaven has-s sgone."

A volume of sound arose and continued until the supply of words (?) was exhausted. Then with a far away look in his eyes as he gazed out of an open window, he continued in the same monotone,

"I see 'er loose hoss with 'er saddle on."

The congregation hesitated a moment before introducing such a startling innovation in the time worn song, but led by a "brother" and "sister" they rendered this bit of information. The old man, who had never removed his eyes from the window, then started, turned as if to speak, but changing his mind seemingly, "lined up again" with

"His track—hi see and I'll persue,"

which was delivered with great gusto by the vocalists; when the liner of the hymn convulsed even the old iron-sides, to say nothing of we "cycling sinners," by again raising his voice, as though to continue the lining, and saying,

"Brother Jones it belongs to you."

We knights of the silent steed stole out amid the general confusion and were soon on the grassy sward convulsed with laughter. There in truth was a loose saddle horse complacently grazing in view of the window, and the "choir master," in order to save his friend a walk home, had, in the lining of

the pean of glorification, told him of the fact between the lines. The congregation sang the first news without question but rebelled on the second item. Then one of the brethren, a taciturn looking man, came out to where we were enjoying our religion, such as it was, and threatened if we did not "mosey" to have the constable inside arrest us for "disturbin' the meetin'." We "moseyed."

There was one religious gathering from which we could always extract considerable amusement and that was an African M. E. Church located some twelve miles from where we were stopping. We attended here for some time before anything extremely liable to arouse our "unseemly levity" occurred. True, the "brudders" shot craps on the church steps before meetin'" and had "hoss races" down the lane afterward, but this was commonplace. One particular feature of these services was the collection, which was taken with a painful regularity. Two of the deacons proceeded to "touch" the charitably disposed members of the congregation; and when a contribution was received, proceeded back up the aisle, the coin held aloft to the view of the entire crowd, to the altar, where the plate reposed. Reaching the plate, they would turn, face the watchers, and making a profound salaam would call aloud the name of the giver and slam the coin in the receptacle.

On one occasion when we attended a new minister was in charge. He was a tall and passably fair looking "moke" but he had one slight defect in his "make-up." He could not read, so he had "Sistah Smiff" read the opening chapter of the sermon. This done, he preached with great fervor and many resounding blows upon the bare altar. During the course of his native oratory he undertook to quote from the "good book" but could not quite twist his tongue around the desired text.

After three trials he gave up, and looking somewhat abashed said, "Well, I vum, I tot suah I could say dat, but I kaint, suah enuf." After the close of the sermon he too began a lengthy invocation but he wandered and in so doing came to grief.

"Sistah Smiff" was a likely looking widow, possessed of a forty-acre farm, a cow, two horses, and a pig and was termed "eligible," matrimonially speaking. The worthy "pahson" had recognized this fact and thought he had struck a rich lead.

During the prayer the "sistah" had been puffing, groaning, and crying "amen, good L'od," at every turn. Suddenly the prayer assumed an interesting phase—to we incorrigible cyclists.

Raising his voice to a high pitch the "preacher" asked, "May de good Lo'd hasten de day wen

I sell be jined in de holy bonds o' matrimony to Sistah Smiff."

He received his conge in a moment. It came direct from the adored.

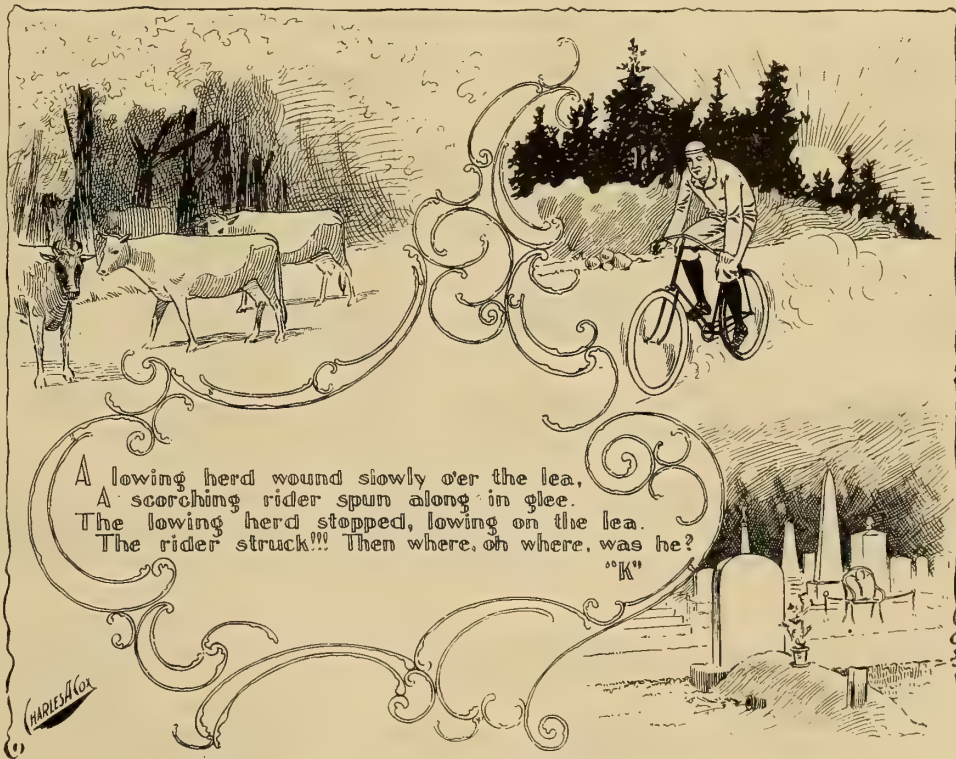
"Oo-mah, dat'l nebber be."

There was a very brief and pointed ending to that meeting. My companion and myself were smiling very largely at the amorous dominie's discomfiture. Sistah Smiff sat erect, as though proudly conscious of having performed her duty, and well at that. She had, for when we next visited the African M. E. there was a new minister in charge. An old brother informed me that he was a "no count yaller dibbil from Bayton Roush," and from his looks I believe the old fellow was correct. This informant of mine was a "consistent living member" but was addicted to gazing too ardently on the red. As I write it comes to me how in the golden past I have heard him come singing down the river in the dusk, when all was still but the rippling of the water on the shores. His voice could be heard a long distance in the silent evenings as he sang, keeping his "load" awake, and I recall the principal strain of his song. It seems that I can almost hear it yet floating down in soft and sandpapered tones:

"Granny, will yer dog bite?  
No, chile; no."

MERLIN.

At the last regular meeting of the Los Angeles (Cal.) Wheelmen the following named officers were elected for the ensuing six months: Dr. H. Bert Ellis, president; Phil H. Lyon, secretary-treasurer; W. E. Tyler, captain; Phil Kitchin, first lieutenant; Fay Stephenson, second lieutenant; J. S. Thayer, H. C. F. Smith, and E. W. Stewart, executive committee. Fay Stephenson was also the choice of the club for local consul.



A lowing herd wound slowly o'er the lea,  
A scorching rider spun along in glee.  
The lowing herd stopped, lowing on the lea.  
The rider struck!!! Then where, oh where, was he?  
"K"



We Know our Business  
And Attend to It...

# THE FOWLER

and its wonderful success and reputation is  
the result at the Cycle Show.

Wouldn't You Rather Sell The Fowler  
Than Compete Against It?

The Fowler, with its many good points,  
is attracting marked attention.

The Aisle in front of our Exhibit is crowded with  
interested Agents and Riders.

**ALWAYS FIRST, NEVER SECOND.**

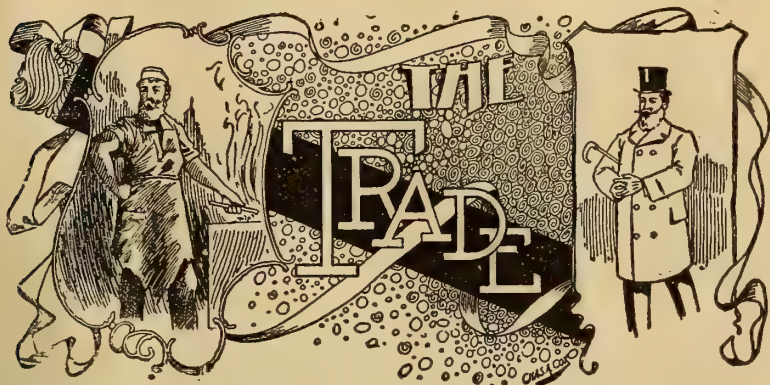
**Hill Cycle Mfg. Co.**

142-146 W. Washington St., CHICAGO.

GOOD AGENTS WANTED.

MENTION THE BEARINGS





The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

#### Wouldn't Be Without It.

Editor "The Bearings:" A copy of the Christmas "Bearings" came to hand. Allow us to congratulate you on its handsome appearance and the collection of interesting matter it contains. It is one of the most beautiful publications we have ever inspected, and we bespeak for both it and its enterprising editor a most remarkable success.

The results that we have obtained from newspaper advertising have been considerably beyond our expectations, and "The Bearings" comes in for a considerable credit. We have solicited trade very largely through the medium of salesmen and typewriters, but we would not give up the paper advertising under any consideration, as the results have been more satisfactory than all other methods of soliciting combined.

Yours sincerely, *Eastern Rubber Mfg. Co.*  
Trenton, N. J., Dec. 27. *J. A. Barnes, Manager.*

### TRADE ASSOCIATION FORMED.

**Makers Take Definite Action and Appoint a Committee to Organize it—Colonel Pope and Others Talk.**

NEW YORK, Jan. 10.—The long talked of trade association bids fair to soon be an accomplished fact. The following resolutions were adopted at a meeting of the trade to-day:

*Resolved:* That it is the sense of this meeting that a trade association should be organized and incorporated for the promotion of the welfare of the manufacturers of bicycle and kindred industries, and for increasing the interest in cycling; and

*Resolved* further, that the chairman of this meeting shall appoint a committee of five, of which he shall be a member, to organize and have incorporated such trade association; and

*Resolved* further, that such committee be and is hereby authorized and empowered to organize such trade association in such manner as it shall, by a majority vote of the members thereof, determine upon; and to do any and every act which it shall by a majority vote of the members thereof determine to be requisite and necessary for the purpose of organizing and having incorporated such trade association; that such committee shall have the exclusive right to determine by a majority vote of the members thereof who shall be the original subscribers to the capital stock of such trade association, and what number of shares of said capital stock shall be allotted to and taken by each of the original subscribers thereof.

The meeting was called to order by C. A. Sheehan. Col. A. A. Pope was elected temporary chairman and A. Kennedy-Child temporary secretary. The resolution was discussed clause by clause. The only particulars in which it was changed from the original draught as presented by A. Kennedy-Child was by making the association include not only the manufacturers but kindred trades as well, and making the committee on organization five instead of three. The committee appointed by Col. Pope consisted of himself as chairman; Lindsey Coleman, of the Western Wheel Works; A. G. Spalding, H. A. Lozier, and F. J. Stimpson, of Wilson, Myers & Co. Among the gentlemen to discuss the resolution were E. C. Stearns, H. H. Fulton, F. J. Stimpson, J. M. Warman, H. A. Lozier, E. C. Bode, and Wm. L. Ross. Kennedy-Child, who was the moving spirit in getting the trade association under way, had all his plans carefully matured, and the people who are to be prominent in it carried them out with little friction. No idea of the scope which the association will assume was given, but everything was left in the hands of the committee.

#### The "Wellington."

The Stokes Mfg. Co., of Chicago, will make the Wellington this year, and expect to sell about 2,500 of them. They will put on more traveling men than they ever had before, and will boom their wheels in the east. Their goods are already well known in the west. H. C. Tillotson is about to go on the road with samples of these wheels. The No. 1 is of the latest pattern, and weighs twenty-eight pounds, selling for \$125. The No. 2 sells for \$100, and weighs thirty-one pounds.

#### E. C. Stearns & Co.'s Prices.

According to the "Yellow Fellow," E. C. Stearns & Co.'s prices for '94 will be as follows: Stearns racer, \$160; Stearns special, weighing twenty-one and a-half pounds, \$150; Model A, weighing twenty-six pounds, \$125; Model B, weighing thirty-two pounds, \$125; Model C, ladies' wheel, \$125; Stearns' tandem, \$225.

### THE GREAT CYCLE SHOW.

The Cycle Show at New York's Madison Square Garden the Greatest in the History of the American Cycle Trade—A Success in Every Way—Details of the Exhibits.

NEW YORK, Jan. 9.—At last the much talked about cycle show at Madison Square Garden is an accomplished fact. Not only that, but it is the greatest that was ever held in America. On Wednesday, January 3, the Charity Ball was given in the Garden, but in spite of this fact, when the show was opened at 3 o'clock on Monday, the 8th, it was far more complete than any previous one on the opening day. To be sure there were a few stands that were not in order but that was the fault of the exhibitors and not of the management.

The show is being run under the auspices of the Metropolitan Association of Cycling Clubs, while the financial arrangements are all in the hands of the Madison Square Garden Co. Charles A. Sheehan, the president of the association, has been the leading figure in the whole affair, and has worked like a Trojan for its success. To say that he has been successful would be putting it all too mildly. The Garden people, all under the management of Frank W. Sanger, are strictly show people, and know all the ins and outs of giving shows. They gave the exhibitors every assistance in their power. All freight and express sent in the care of the Garden was not only delivered in the building, but was sent to the exhibitor's stand. Carpenters were at hand, and there were people around to answer all questions. All this resulted in the exhibits as a whole being in far better shape than at the opening of any previous show, and in the unbounded praise of the management by all the trade people. The show was well advertised, and the number of exhibitors was far in excess of that at any previous show. Excellent music was furnished by two bands, and the trick riding of W. S. Maltby, Sid Black, and the Stirk family kept the spectators in good humor. In attendance of the buying trade the show also excelled all others. A good deal of the credit for this must however be given the manufacturers, who have withheld the announcement of their prices until almost the opening day of the show.

A more beautiful spectacle than the Garden presented at night would be hard to imagine. The hundreds of electric lights with which the hall is lighted, aided and abetted by any number of electric signs lighting up the vari-colored booths, made a fairy-like scene of beauty. The isles are broad and the crowds that fill the Garden do not degenerate into a crush.

In the wheels exhibited there is less change from the styles of the preceding year than has been seen at the beginning of any season hitherto. The same general lines mark all the leading wheels. The changes are seen in minor details. Many of these changes, however, are radical improvements and add much to the value of the wheels.

### THE EXHIBITS.

#### The Overman Wheel Co.

have a goodly representation in their magnificent World's Fair pavilion, including C. E. Hadley, Andy McGarrett, Dan Canary, Fred Graves, and C. C. Morgan. Their wheels are on similar lines to those of last season but are improved in a great number of minor details. The frame of the Victor Flyer is made in two heights for different heights of riders. The rear brake has been abandoned as they think that the brake is an attachment that the rider of today will use but little and that when a brake is fitted at all it should be easily detachable. The cork handles have rubber tips to save them from breaking. A dust-cap has been added to the pedals and a new and simple but effective oiler has been substituted for the one of last season. They have a device for attracting attention to their tires and testing the resiliency of any tires that they have coined a word to name. They call it the "resiliometer." A wheel is attached to one end of a long rod the other end of which is hinged to a frame and contains a pencil which records on a piece of paper, that is fed through the machine automatically, the amount of resiliency in the tire on the wheel as indicated by the number of times and the height to which it rebounds when dropped on an iron slab. The record is shown in a wavy line. They also show a decided novelty in the shape of a ladies' saddle that is so made that the back tilts up when the machine to which it is fitted is to be mounted. This leaves more room between the handle-bars and saddle and, what is more, allows the dress to fall into proper position as the lady seats herself.

#### H. A. Lozier & Co.

This firm have made it a point to congregate all their many traveling men in this city at the present time. H. A. Lozier and Lozier, Jr., F. W. Ensworth, Sid Black, Will Hoyt, C. J. Moore (the general manager of the factory), G. A. Burwell, H. A. Paull (manager of the retail store), and Ed. Lozier are all here. The firm show six styles of wheels, with the Cleveland combination and steel clincher rim and thread tire. The twenty-five-pound road wheel is listed at \$150, their thirty-pound ladies' wheel at \$125, their thirty-pound gentlemen's wheel at same price, and their twenty-seven-pound road wheel at \$135. In addition to these there is a thirty-two-pound road wheel at \$110. For the twenty-pound Cleveland racer they are charging \$165. Mr. Lozier claims to be leading the trade the present season in putting out a very narrow tread on road wheels. This tread is only about five and one-half inches. The firm are showing a special ladies' twenty-seven pounder, and this is attracting general attention, being one of the lightest machines at the show. The rim of the Cleveland wheel is a novelty, combining both aluminum and wood. The tire is clinched into an aluminum rim, which is in turn set into the wood rim. By this means they claim strength is gained and a pound and a-half is saved in weight.



**E. C. Stearns & Co.**

have an exhibit presided over by C. A. Benjamin, Frank Riggs, and H. M. Wells. Their booth is draped in their distinctive color—yellow—and is very attractive. Their quadruplet, which was used to pace John S. Johnson in his record rides, attracts a great deal of attention. They show six distinct patterns of their regular wheel. The special is a \$150 wheel, weighing twenty-one and one-half pounds; the Model A, a twenty-six-pound wheel, at \$125; the Model B, a thirty-two-pound wheel, at \$125; the racer ranges in weight from twelve to fifteen pounds, and sells at \$160; the ladies' Stearns, weighing twenty-seven pounds, at \$125, and a twenty-eight-pound racing tandem at \$225. This firm have adopted the Providence double-tube pneumatic tire as the regular equipment for their road wheels.

**Hill Cycle Mfg. Co.**

Frank Fowler is in charge. Seven wheels are shown, and all are finished in the usual fine style of this firm, and with the truss frame and Fowler special dust-proof bearings. The exhibit includes a Fowler racer, weighing twenty pounds; a light roadster, weight twenty-five pounds; regular roadster, twenty-seven pounds, and a twenty-nine-pound wheel, all on. Their ladies' wheel is very handsome, and also fitted with the truss frame, and weighs but thirty-five pounds. Two specially made boys' machines, perfect patterns of the larger model, with twenty-four-inch wheel, and weighing but twenty pounds, are shown. These were made to the order of N. H. Van Sicklen, of THE BEARINGS, for his boys. The list price on Fowlers is \$150 for the racers, for the semi-racers \$135, and the balance \$125. M. & W. tires are fitted regularly, but Palmer tires and wood rims may be had if wanted. By the use of the wood rims the wheel is reduced two pounds in weight.

**The Raleigh Cycle Co.**

They have an exhibit in charge of M. B. Peoli, who represents them in the east; R. B. Abbott, the manager of the Chicago branch, and W. M. Perrett, their general hustler. These gentlemen are assisted by A. E. Flavell, W. S. Burtis, Champion A. A. Zimmerman, H. C. Douglas, and O. W. Andrews. Manager George S. MacDonald overlooks the whole. Their line consists of the A A path racer, weighing nineteen pounds and listing at \$160; the A road racer at twenty-two and one-half pounds, listing at \$150; the G light roadster, a twenty-eight-pound, \$140 wheel, and the C full roadster, a thirty-two-pound, \$125 wheel; also their new ladies' wheel, weighing thirty pounds, and selling at \$140. All these wheels are fitted with Fairbanks wood rims and Dunlop tires. Palmer and Morgan & Wright tires will be used too, and the firm have also added the N. G. L. detachable tire to their line. They have a splendid display of manufacturers' supplies, including the Mercury, Middlemore, and Lamplugh saddles; a fine line of light-weight lamps, rat-trap and rubber pedals, metallic, perfecta, and Mannesmann tubing, and weldless forksides.

**Ariel Cycle Co.**

E. H. Wilcox is on the stand. The Ariels are made in but one grade, and will list at \$150 throughout. Mr. Wilcox is of the opinion that the day has passed when agents can be held to a certain price, and that no matter what the list prices may be, they will be cut. At the same time the Ariel company will endeavor to maintain the list they have set. These wheels have many specialties, not the least of which is a detachable sprocket-wheel very simple in its construction and entirely free from any looseness through the attachment. The L rod is made to tilt in any desired direction. A one and one-half ounce detachable lamp bracket can be adjusted to any position on the wheel. The Griswold rubber mud-guards are fitted to all wheels; steel mud-guards when desired. The company has a special gear-case of its own and is the first in America to put it on all wheels regularly. These gear-cases are absolutely dust-proof, and will not rattle, being lined with sheepskin wherever there is the slightest danger of their striking the frame or chain. The gear-case is dished on the under side, so that the chain when loose can not strike. The entire device is easily attached, and adds but a pound and a-half to the weight. The brake is a rubber bumper doubled, the rubbers being triangular shaped, and gripping both sides of the tire. Wheels will be fitted with wood rims only when positively ordered. In this company's opinion the steel rims of the Warwick variety are far preferable. Four models are shown—a roadster at thirty-two pounds, a light roadster at twenty-six pounds, the Ariel Turtle at twenty pounds, and the ladies' Titania, one of the handsomest wheels at the show, thirty-two pounds.

**William Read & Sons.**

William (Billy) Atwell is in charge, with A. W. Moore, the western agent, and J. W. Shield as assistant. Senator Read was present during the week. The firm show a highly finished line of wheels, including the twenty-six-pound light roadster fitted with wood rims and Palmer tires, and listing at \$125; a thirty-three-pound full roadster also fitted with Palmer tires and listing at \$125, and a ladies' drop frame, of handsome design, weighing thirty-five pounds, and selling at the same rates. The ladies' wheel has a seventeen-inch drop frame and all wheels have anti-friction dust-proof bearings, which certainly look good. A line of medium-grade wheels, the Atlanta, a combination, and the Templar, a diamond frame, both fitted with M. & W. tires and listing at \$75; a twenty-six-inch diamond and a combination juvenile wheel, listing at \$50, and twenty-four-inch of the same, listing at \$40, are shown. A. W. Moore has just returned from a western trip, having been out since November 15, and reports largely increased sales over last year.

**Pope Mfg. Co.**

The World's Fair exhibit is shown in its entirety, and attracts as much attention as any of the many good things here. In its present surroundings

it looks much better than in the old Transportation Building. M. L. Bridgman and the "little colonel" had the fixing up of the exhibit, and did themselves and the house they represent proud. With these two gentlemen there are present from the Pope company, Col. Albert A. Pope, who tenders a reception whenever in the stand; Manager Parker, of the rubber works; Russell Gardner, W. C. Holmes, Henry Linhardt, and Messrs. Vanderpool and Anderson. The only Bob Garden is expected during the week. The tube department is not represented, as this branch of the great works is now being pushed to the utmost capacity. Samples of the firm's own make of tubing are shown and are much admired. In their appearance these can only be compared to a gun barrel. Seven models of the Columbia are shown. The exhibit is neatly arranged.

**The League Cycle Co.**

The chainless safeties shown by this firm are in charge of A. H. Parker, A. W. Warren assisting. Their stand was constantly surrounded by an interested crowd. The weight of the wheels has been greatly reduced from last year. The scorcher weighs but twenty-seven pounds, the roadster thirty pounds, and ladies' thirty-three pounds. For the ladies' and scorcher the list is \$135; the roadster lists at \$125. The machines certainly run easy and on lifting them by the saddle the rear wheel will run for several minutes. Racing wheels will be made the coming season in all probability.

**The Stover Bicycle Mfg. Co.**

W. C. Hance, superintendent of the factory, J. P. Walters, the firm's

traveling representative, G. Edward Shaw, and C. M. Bouggy are in the stand. Nine models are on exhibition

listing from \$125 to \$150, the latter the racer. The great strength of these wheels is shown by the men jumping into the spokes and on to the frame; the wheels stand the test and this little device attracts attention. The stand is surrounded by a fence of many spinning wheels and a large electric sign in the back shows plainly the location. The ladies' wheel weighs thirty and one-half pounds, has a single reinforced tube frame, and is made a leader. Palmer, G. & J., and M. & W. tires are used.

**Premier Cycle Co.**

L. H. Johnson, E. S. Day-ton, and W. Case are on the stand. Five models of Premier wheels are shown. These are fitted with wood rims and Palmer tires.

**H. H. Kiffe Co.**

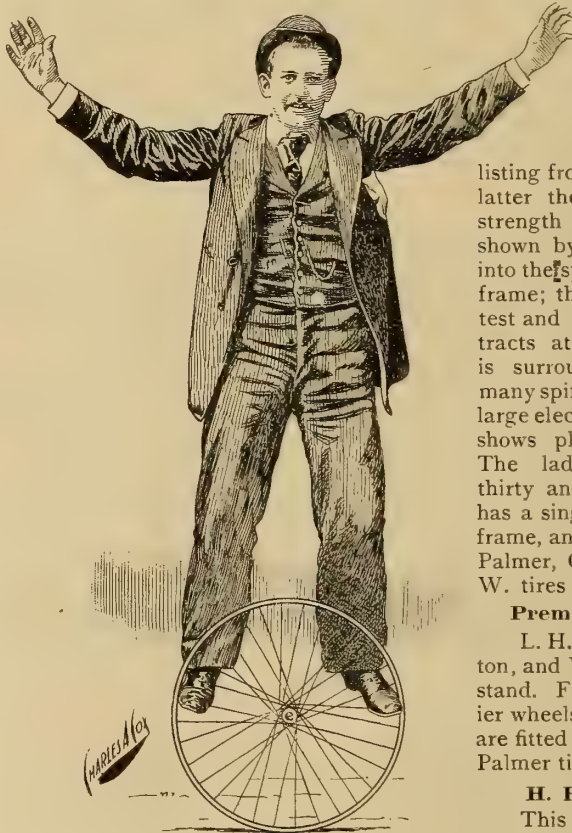
This firm being located at 472 Broadway, New York, are looking after the retail trade of the city, and show a line of Monarch, Derby, Relay, and Crawford wheels. A. J. Greene, the manager, H. A. Christie, and J. L. Townsley, of the Derby Cycle Co., are on the stand. Neat trouser-guards are being given away as souvenirs.

**The McIntosh Huntington Co.**

have an exhibit in charge of H. H. Bishop, Charles E. Weaver, and H. C. Burleigh. They show the Sunol bicycles in several styles. The most attractive of this family is the No. 6, a light wheel listing at \$135, the rims and spokes of which are finished in bronze plate. The wheel has been improved in minor details over last year's pattern, and one interesting feature was the rim ridden by W. M. Imhoff, on which he won a gold medal for the championship of western Pennsylvania for greatest mileage, having covered 6,654 miles on his Sunol without a repair. In addition to the Sunols there are some excellent lines of medium-grade wheels, both convertible and gentlemen's, ranging in size from twenty-two to twenty-eight inches.

**The Royal Cycle Works.**

They have a splendidly arranged exhibit, presided over by S. H. Gorham and C. H. Weld. At the back of the exhibit is a beautiful water-color of a royal Bengal tiger with a pneumatic wheel in the background. This is familiar to all readers of bicycle papers as the trademark of the firm. Their line of wheels comprises the Royal Limited, a twenty-six-pound road wheel listing at \$125; the Royal light roadster at thirty-five pounds, listing at \$125, and the Royal racer, ranging from fifteen to twenty pounds, selling for \$160. The company are distributing one of the neatest catalogues that it has been our pleasure to see for a long time.





### The Hartford Wheel Co.

have a beautifully arranged exhibit in charge of Col. George Pope, David Post, and Henry Goodman. They display seven models of wheels, which are improved in a great many particulars over their last year's goods. The frames are made in two heights. They have a bridge, fork-crown, and excellent dust-proof bearings. The wheels have tangent spokes, and the choice of two tires is given. The pattern G, with either high or low frame, lists at \$100, and weighs thirty-two-pounds; Model H is a straight-framed ladies' wheel with double front stays, listing at \$100; Pattern E is a twenty-eight-inch diamond-frame wheel weighing thirty-six-pounds and listing at \$85; Pattern F is an \$85 ladies' wheel with looped frame, weighing forty-three-pounds; Pattern J is a twenty-six-inch wheel at \$75, and Pattern K is a twenty-six-inch girls' wheel at the same price.

### Keating Wheel Co.

The Keating wheels, noted for their strength during the last season, are turned out this season in lighter weights, and present a stanch appearance. The light roadster weighs twenty-six pounds, and is on the Humber lines. The same machine, with the deep frame, weighs twenty-six pounds. The twenty-six-pound ladies' wheel is shown, and claimed to be the strongest and lightest in the country. The straight-line ladies' wheel weighs but twenty-four pounds, and is intended for very expert lady riders. The twenty-two-pound racer is also shown.

### Smith Wheel Co.

This company are among the first manufacturers of safeties in the country, and turned out the first ladies' wheel. They show this season the lightest and stanchest ladies' machine at the show, weighing but twenty-two and a-half pounds. A new model double-frame ladies' machine, weighing but twenty-eight-pounds, all on, is also shown, besides two models of men's diamond-frame, one with a Humber, the other with a high-back frame. The former lists at \$125, and the latter in weights from twenty-one to twenty-nine pounds, at \$150. The lighter ladies' machine can also be had in weights from twenty-two to twenty-nine pounds, at \$150. The heavier machine at \$125. J. C. B. Smith and C. J. A. Smith are in charge of this stand.

### Indiana Bicycle Co.

C. F. Smith is present and has gathered a large portion of his working force around him. Those present are Messrs. Fred Patee, W. C. Marion, C. H. Wyman, Leon Johnson, A. C. Gallaway, Charles H. Wood, and W. F. Gardner. The unusual number of people gathered in and around this stand is partly due to a very handsome pocket knife which is being freely distributed. The entire Waverley line, so well known, is shown, together with a full line of parts, wood rims, and tires.

### The Warwick Cycle Co.

This company are making a most energetic bid for business, and have a large line of handsome wheels to show. Seven patterns are exhibited, listing from \$100 to \$150, the latter being a twenty-pound racer; a twenty-eight-pound ladies' wheel and a twenty-five-pound gentlemen's wheel at \$125, a twenty-six-inch thirty-pound ladies' model at \$100, together with a gentlemen's model, twenty-eight-pounds, at \$115, are included. On the stand are A. O. Very, T. T. Clarkwright, W. D. Cloyes, J. H. Hendrick, and Captain Kelly, all of the Warwick company, and F. A. Very and G. J. Jennings, of the A. O. Very Cycle Co., the New England agents. The stand is crowded at all times, and the wheels seem to be catching on despite the black eye received last season through the cutting of prices.

### Eclipse Bicycle Mfg. Co.

Six very handsomely finished bicycles are being shown by Arthur A. Taylor. This company was the last firm to reach the show, and although in a very poor position are attracting much attention with their fine line of wheels. In former years this company has manufactured almost exclusively for special orders, but this year they will make a market for their own output. Six wheels of the 1894 style are shown, as follows: Model A, listing at \$125, weighs but twenty-five pounds; a ladies' thirty pounder, also \$125; Eclipse Model B, twenty-seven pounds, \$100; the Model D at \$85, and the E at \$75. The \$100 machine is a beauty. All are fitted with Crescent rims, and a special line of saddles.

### The Monarch Cycles.

The exhibit of Monarch cycles is made by C. F. Guyon & Co., who control these wheels in New York, Pennsylvania, Ohio, Maryland, Delaware, New Jersey, and most of the Ohio River towns. A. L. Collins is in charge. They show a Monarch Special, a twenty-five-pound wheel selling at \$135; a thirty-one-pound light roadster at \$100; a thirty-four-pound ladies' wheel at the same price. Their Model C is a thirty-three-pound wheel, with or without mud-guards or brake, selling for \$90. All of these wheels are fitted with either wood or steel rims. In addition to this the company sell the Glide and Yankee wheels, which are thirty-pound and twenty-eight-pound wheels respectively, and selling at from \$100 to \$125.

### Marion Cycle Co.

L. P. Halladay and Ralph Temple are in charge. The exhibit of Halladay-Temple Scorchers is one of the best. It is neatly trimmed with hot-house flowers and attracts as much attention as any stand at the show. Lew Halladay and Ralph Temple, resplendent in evening dress, are as busy as bees. Mr. Halladay is attending exclusively to the wood rim department, getting his share of the trade—in fact, closing the largest deals at the show. Ralph Temple is kept busy answering the many calls for the H-T Scorchers and has successfully closed large contracts. The H-T Scorchers rank with the best and from a point of beauty and workmanship excelled all others.

### The Hickory Wheel Co.

are again to the front. They have an excellent exhibit. Their line of wheels consists of a Model E, at \$120, a thirty-pound wheel with steel frame, ash rim, hickory spokes, and hubs of elm. The Model F is a straight-frame ladies' wheel, which lists at \$120 and weighs thirty-four pounds, all on. Otherwise it has the same general specifications as the gentlemen's wheel. The Model G is a thirty-one-pound diamond-frame wheel listing at about \$100, and the Model H, a diamond-frame wheel at \$110. They have detachable sprocket-wheels for both front and rear. They are fitted with Columbia pneumatics. These wheels have been improved in a great many particulars over last year's models.

### New Howe Machine Co. Ltd.

Eight machines are shown, all fitted with Dunlop tires, the racer weighing but nineteen pounds. A simple pattern changeable gear and a patent steering lock are features. All bearings are dust-proof. A very pretty ladies' wheel is shown.

### Wilson, Myers & Co.

This firm have a prettily arranged show on a platform arranged some four feet above the floor, covering three or four spaces and trimmed in black velvet. "Liberty Cycle" appears in bright colored pneumatic lights on the slanting front of this platform. One of the largest lines of the show is shown, including the 1894 Bogie man with the high center frame; weighing twenty-two pounds with the Liberty road tires and weighing but nineteen and one-half pounds fitted with Palmer racing tires. This wheel lists at \$140. It is made to meet the demand for feather-weight machines for use on the road and is light only for the reason that every unnecessary particle of material which with reasonable safety can be dispensed with, has been removed. The 1894 road scorcher is a little different in the frame, weighs twenty-nine pounds, and lists at \$125. It is fitted with the Liberty improved, laterally-adjustable ball bearings throughout. The 1894 roadster, the wheel adapted and exclusively used by the courier corps of the Seventh Regiment, of New York, is a handsome machine, weighing twenty-five pounds and listing at \$125. There are four other machines, including the ladies', which weighs thirty-three pounds, and all are equal in finish to any wheel at the show.

### Eagle Bicycle Mfg. Co.

G. S. Dikeman and Frank Weaver are kept constantly busy. The number of agents which this firm have at all times in the building is truly surprising. Four 1894 pattern wheels are shown, all fitted with the aluminum rim. This firm uses cold-swaged steel tubing and as they found it most successful in every instance the past season. They see no reason why they should give it up the present one. The No. 6 weighs but twenty-six pounds and lists at \$135. The No. 7 is made in two weights—thirty and twenty-seven pounds, the former being with steel rim, and listing at \$115; the latter with aluminum rims and listing at \$125. The No. 9 weighs but twenty-two pounds; the ladies' wheel weighs thirty-one pounds and is one of the most handsomely constructed wheels at the show. Palmer and Morgan & Wright tires are used.

### L. C. Jandorf & Co.,

of New York, are showing the Smalley cycles in four different styles at \$125 and \$135. The roadster, a thirty-two-pound wheel, is on much the same lines as last year, but improved in many minor details, and will this year be fitted with rubber mud-guards. The Buck racer, with the handle-bars springing from the fork crown, although not a novelty is attracting a great deal of attention. The ladies' Smalley, a twenty-nine-pound wheel, with double-tube straight-frame front stays, is a new creation, and should find favor in the eyes of the fair riders. In addition to these wheels, this firm exhibit the Jandorf special, which is built to order and to reach at any height and any weight. This is selling from \$125 to \$160.

### A. M. Scheffey & Co.

show the Wynnewood and Queen City wheels in no less than a dozen different styles. The Wynnewood Model G is the leader. This is a thirty-two-pound wheel, selling for \$100; Model A is a straight-frame ladies' wheel at the same price. Either of these wheels are fitted with wood rims, in which case an extra \$5 is added to the list. The rest of the line consists of wheels ranging from \$15 up, and is as complete an exhibit of medium-grade goods as can be found anywhere.

### The American Ormonde Cycle Co.

Five new models of the Ormonde are shown including a ladies' wheel especially designed to meet the want for a lighter wheel than men ride. This weighs under twenty-seven pounds. The Ferris Wheel, in gentlemen's and ladies' shape, is shown, listing at \$100 with an added cost of \$5 for wood rims. The firm shows an unusually fine line of cycling sundry novelties, including a neat repair outfit. A two-ounce bell is a giant in value of sound.

### Fenton Metallic Mfg. Co.

Niven Hegeman and A. F. Hood are in charge. Seven wheels, ranging in weight from eighteen to twenty-three pounds, are shown. These are the Fenton racer, road racer, light roadster, full roadster, and ladies' wheel. All of these machines are fitted with the Fenton adjustable handle-bar, and several of them are handsomely finished in colored enamel. In beauty of design and finish these wheels command the admiration of every one.

### Howard A. Smith & Co.

Mr. Smith is showing an unusually large variety of bicycle supplies and repair shop fittings, including everything imaginable in the bicycle line, and all novelties.



**John P. Lovell Arms Co.**

The Lovell Arms Co. have six new model wheels on exhibition. They include what is called the Model 17 diamond, which is a track racer, having twenty-eight-inch wheels, a high frame, and weighing nineteen and one-half pounds, list \$125; Model 18, a road racer, twenty-eight-inch wheels, high or medium size frame, weight twenty-five pounds, price \$115; Model 19, full roadster, twenty-eight-inch wheels, weight, all on, thirty-two pounds; stripped, with wood rims, twenty-eight pounds, price \$115; Model 20, ladies' light roadster, twenty-eight-inch wheels, one and three-quarter-inch tires, improved frame, weight thirty-two pounds, price \$115; Model 21, convertible, twenty-eight-inch wheels, one and three-quarter-inch tires, latest style frame, weight thirty-two and one-half pounds, price \$115. Their other wheel is what is called the Lovell Diamond Giraffe. The wheels are twenty-eight inches, but the frame is very high, having a twenty-four-inch steering head and a crank shaft eighteen inches above the ground. This is the first American-made wheel of this kind, and it is attracting a good deal of attention. This wheel complete weighs thirty-four pounds. It is of the same design as the one shown at the Stanley show, which attracted so much attention at the time. The exhibit is in charge of D. R. Harvey, manager of their bicycle department.

**Remington Arms Co.**

G. Minturn Worden is in charge. This is a banner exhibit of the show. Mr. Worden was not present when it was arranged, but gave the decorator free license, with the result that in the daylight an exhibit was arranged that was as gay as any seen at a cycle show in years. It is a room of the width of two stands and is made entirely of cheese cloth in white and yellow. Gay rosettes of the same color are arranged on the edges. The other exhibitors dub the exhibit the bridal chamber and it is surely bright enough for that purpose. But in the evening a different story was told and words of chaff gave place to words of admiration, as with a large number of electric lights in the background, the exhibit attracted crowds. Nine patterns were shown, four of the '93 pattern and the balance of the '94 line. Mr. Worden rightfully claims the precedence of the high frame and shows the lines of wheels he sold last year. The Remingtons will list at from \$90 to \$125, the standard wheel at the latter figures. The novelty of the exhibit is a military bicycle with knapsack, gun, and a set of mufflers fastened to the handlebars. These mufflers are an innovation and will attract any rider given to winter work. The firm will use Palmer tires on a large majority of its output and will also use the Bartlett clincher where that style of tire is wanted. The Bartlett has a thickened edge and is clinched under the edge of the rim when the tire is blown up.

**The Derby Cycle Co.**

are exhibiting with the H. H. Kiffe Co., who have the agency for their wheels in New York City and Long Island. They have several features in the construction of their wheels which are decidedly in advance of others. Their dust-caps with the oiling device in them are something no other wheel has at the show. The manner of putting on their sprockets is undoubtedly the best yet introduced. Their tire, the Pease Clincher, is in the race and meets with favor by all who examine it. The Derby's exhibit is as fine as it can be in design and finish. The president of the company, H. A. Christy, and their traveling salesman, Mr. Townsley, are on hand to attend to business.

**The Peerless Mfg. Co.**

show a beautiful line of their Triangle wheels, comprising four different models. The Model C is a full roadster, which strips to twenty-eight pounds and lists at \$125; the Model D is a thirty-pound ladies' wheel at the same price; the Model E is a twenty-five-pound scorchers, selling at \$135; the Model F is an eighteen-pound track racer, listing at \$150. The wheels are on the same general lines as those of last year, but are improved in many details. They will fit both wood and steel rims.

**Singer & Co.**

W. L. Ross, manager of the Boston branch of this firm, has a splendidly decorated booth in which is shown all the latest things in Singer cycles. These wheels range in price from \$125 to \$160 for singles, and comprise ladies' and gentlemen's wheels in every conceivable variety. The wheels are light, thoroughly well made, and up-to-date in every particular. Mr. Ross waxed eloquent when telling of the thorough manner in which these wheels are made, and of the superior material which is put into them.

**Porter & Gilmore.**

This firm show the Phoenix, Union, and Premier. The Essex light roadster is also shown and is claimed to be the highest-grade bicycle ever offered at \$100; the Essex racer has a frame similar to the Sanger racer of last season and is certainly a beautiful machine. Other models of the same line are shown. Morgan & Wright and Whippet tires are fitted. In the road wheels the Humber frame is found. This firm carry a large line of sundries, a variety of which are shown.

**The Yost Mfg. Co.**

exhibit is in charge of Messrs Yost, Dewey, Brewer, and Campbell, who show a full line of Falcons for 1894. The gentlemen's and ladies' road wheels are models of beauty and strength, and their twenty-six-inch combination wheel attracts no end of favorable comment. The rest of the small wheels are quite worthy of the name Yost.

**The Phillips Wheel Co.,**

through Superintendent Clark, are showing their new lever motion wheels,

which they claim are superior to the crank motion. The wheel is certainly a decided novelty, and must be tried to be appreciated.

**The Relay Mfg. Co.**

have a very tastefully arranged exhibit in which they show their line of fine models. The line consists of the road racer special, the twenty-eight-pound wheel, listing at \$125; the road racer, a thirty-pound wheel, listing at \$115; the roadster, a thirty-six-pound wheel, listing at \$110; a thirty-nine-pound roadster at the same price, and a thirty-six-pound \$100 ladies' wheel of excellent design. The wheels show very careful construction and workmanship, and are excellent value for the money. The Relay company have gotten out a very attractive catalogue.

**Black Mfg. Co.**

George I. Black and L. B. Gaylor are on the stand. There is a large line of beautifully finished wheels, including the Vigilant Tribune, weighing thirty-two pounds and listing at \$100. This wheel is claimed to be the handsomest \$100 wheel at the show—as are many others—and it would seem that the firm's claims are very nearly right. The Tribune Model A is a thirty-pounder and listing at \$135. The same wheel, with aluminum rim, weighs twenty-five pounds and lists at \$150. Other wheels are as handsomely finished in color as any at the show. Wood rims and Palmer tires are fitted to the majority of the wheels. Specimens of nickel plating, forgings of various parts in process of construction are shown.

**Western Wheel Works.**

E. J. Day is in charge, and with the line he has to show is kept on the jump all the time. This mammoth firm of manufacturers are showing eight styles of Crescent safeties. All are fitted with the Morgan & Wright tires, which the firm say is the best tire on the market. A new feature of the Crescent is a crank axle which is forged in one piece with the flange. In this flange are bored two holes, and in the sprocket-wheel are two keys which exactly fit these holes in the flange. This is made of a drop forging, and the fit is as neat as can be made, there being absolutely no give. In this way all the nuts and bolts usually required in this attachment are done away with.

**Roulette Cycle Co.**

Five models are on exhibition—the racer, weighing nineteen pounds; semi-racer, twenty-two pounds; Roulette scorchers at twenty-eight pounds; new Roulette light roadster at thirty-eight pounds, stripping to thirty-four pounds, and the semi-racer, weighing with metal rims, twenty-four pounds. This firm's ladies' wheel weighs thirty-five pounds, and has a handsome duplex frame, and enameled leather dress shield superiority in workmanship, design, and finish are claimed. All bearings are dust-proof and made of the best tool steel.

**Schoverling, Daly & Gales.**

Harry Overbaugh, Leon Schermerhorn, Thomas O'Brien, and O. W. Shattuck are in the stand. The concern show the Humber's 1894 patterns, and the Gales. Of the latter they exhibit a thirty-pound road racer, fitted with wood rims and M. & W. tires, listing at \$100. The firm expect to sell more of their \$100 wheels than those of the same price shown by other makers. They claim it is the only strictly \$100 wheel, fitted with wood rims and weighing thirty pounds or under, that is selling at that price. A twenty-one-pound Humber racer, listing at \$180, is their centerpiece. This has the double head and a tread of only five and three-eighths inches, claimed to be the narrowest tread at the show.

**Warman-Schub Cycle House.**

Mr. Warman has arranged a very tasty exhibit, including his gentlemen's 1894 Cataract and 1894 White City road wheels. Also a road racer of the latter variety. The Coventry Cross geared ordinary and several ladies' machines, all of which are very handsome in appearance and are guaranteed by Mr. Warman to be the very highest grade machine in workmanship. Prices range from \$125 to \$150.

**Hulbert Bros. & Co.**

have a handsome exhibit, showing a large and complete line of this firm's well-known wheel, the Majestic. The Majestic clincher tire is fitted to all wheels. The rat-trap pedals can be changed to rubber pedals in a very short time. Attention is called to the brake, being detachable by having a detachable tug on the bar itself, and no fastening to crown forging, so that when the brake is taken off the wheel strips clean.

**McKee & Harrington.**

Five models of the Lyndhurst, including a seventeen and one-half pound special racer, are shown. The firm recommends its twenty-pound racing wheel for light road use. White ash wood rims are used. A novelty is the fine rattan woven mud and dress guard. Frames in three heights are furnished—twenty, twenty-four, and twenty-six inches.

**Century Cycle Co.**

Five Arrow safeties very similar in construction to the last year's product of this company are shown.

**The Buffalo Wheel Co.**

are represented by J. C. Dunham, J. T. Neville, and H. S. Ellis. They show their \$100 light Niagara in various styles and weights in both gentlemen's and ladies' wheels. The pride of their tastefully arranged booth is their fifteen-pound racer. This is the weight of the wheel all on and the wheel is rigid and strong at that. The tread is only four and three-fourths inches wide. The wheels are remarkably good value for the money and compare very favorably with the highest priced machines on the market.



### The Sterling Cycle Works

call attention to their booth by a wheel fitted with a sail. They say that they are not prepared to furnish sails in quantities, however. C. W. Dickerson and E. C. Bode are in charge. They show six different patterns of wheels in a variety of styles. There is a nineteen-pound racer at \$160; a twenty-six-pound light roadster at \$135, and a twenty-nine-pound full roadster at \$135; their Model D at \$135; a ladies' wheel at \$135, and the Model B at \$100. Their wheels are fitted with Palmer or Morgan & Wright tires at the option of the buyer. An interesting feature of the exhibit is a wheel with sections cut out of various parts of the frame illustrating the methods of construction, one of the best lines shown. Their catalogue is one of the most artistic and instructive pieces of cycle literature that has been seen in a long time.

### Central Cycle Mfg. Co.

L. M. Wainwright, H. A. Canfield, J. H. Cody, of the company, and R. L. Hill and D. Snitjer, agent for the west, are looking after the trade, and all are kept busy. The Central Model A, listing at \$100, weight thirty-two-pounds, and fitted with steel rims; the Central Model B, listing at \$125, shown in two styles, the first with wood rims and Morgan & Wright tires, the second with clincher tires, are shown. This wheel weighs but twenty-four-pounds, has a double high center frame, dust-proof bearings. It is a beauty and attracts general attention. The Ben Hur in two models, C. and D., is a most excellent \$100 wheel, and designed to floor all the other \$100 wheels on the market. It weighs twenty-six and twenty-eight-pounds, is provided with wood rims, and follows the lines of the leading high-grade wheels of the day. In the Central Model C or ladies' Central, President Wainwright has a sure winner. This wheel lists at \$125 and weighs but thirty pounds, with steel rims and several pounds lighter when fitted with wood rims. In this wheel the frame is the strongest seen at the show, being of triple strength. A double bar runs from the head under the crank bracket to the rear hub, and a single bar curves gracefully to a point just above the crank bracket.

### The Buffalo Tricycle Co.

C. H. Funnelle is in charge. A line of seven wheels is shown, together with the "Perren-Atherton" pneumatic-tired road wagon. The latter weighs but seventy-five pounds, fully twenty pounds lighter than the regular high-wheeled road wagon. The wheels shown are gems, and will prove rapid sellers. In the line are the Envoy Scorchers, listing at \$100. For wood rims \$2.50 extra is charged, and for G. & J. tires \$6 extra. With steel rims this wheel weighs only twenty-eight and one-half pounds, and with wood rims much lighter. It is a new wheel in the firm's line, and is designed to fill a long-felt want. It is made with a high center diamond frame, is finely finished, and has dust-proof bearings. The Fleetwing, a ladies' wheel, is shown. This has a perfectly modeled frame of one-inch seamless tubing running in a straight line from bottom bracket to lower head, with a three-quarter-inch tube of same quality gracefully curved from the upper head to a point on the seat-post tube, about four inches above the crank bracket. This wheel has twenty-four-inch, twenty-six-inch, and twenty-eight-inch wheels, and lists at \$60, \$75, and \$90, respectively. The Envoy is also shown in twenty-six-inch wheels at \$75, and twenty-eight-inch at \$90.

### The Kenwood Mfg. Co.

exhibit in a beautifully arranged grille-work booth, presided over by Frank Douglas and C. G. Jones. They show five different styles of wheels in various finishes. Road racer Number 5, at \$125; road racer Number 6, extra light, at \$135; and road racer Number 7, for very tall men, at \$150. The sixteen-pound path racer lists at \$160. Their ladies' wheel weighs under thirty pounds, and is one of the finest ladies' wheels at the show. It lists at \$125. Among the new features of the wheel is a very neat detachable brake. It is fastened to the handle-bar by an eccentric bolt which is turned till the brake is fastened to the handle-bar. The bolt is held firmly in place by a set screw. A new and taking sixteen-ounce saddle is another new feature. All Kenwood wheels are fitted with the new Kenwood tire, on which patents were allowed on December 26 last. This tire has a fabric which stretches slightly crossways, but not at all longitudinally. The rim for the tire has been modified slightly and improved.

### Grand Rapids Cycle Co.

are represented by J. Elmer Pratt. They show seven wheels in three patterns, a twenty-four-pound roadster listing at \$125; a full roadster weighing twenty-nine to thirty pounds at the same price, and a thirty-three-pound wheel, listing at \$100; a thirty-pound ladies' wheel straight frame. All the light wheels will be fitted with wood rims and will be fitted with G. & J. or Palmer tires. The most noticeable feature of the wheels is the new fork-crown which is very strong and at the same time much lighter than usual. In the lightest wheel the forks, forkcrown, and stem all weigh but one pound ten ounces.

### The Washburn Cycle Co.,

under charge of George F. Washburn, show a beautiful sixteen-pound racer listing at \$150; a twenty-pound racer and a twenty-four-pound light roadster, both at \$150; a twenty-eight-pound wheel at \$125. The striking feature of these wheels is the fork double crown. The upper part of the crown is formed of the round forksides, which are brazed to the stem which extends down to a flat piece which is brazed to it and encircles the forksides. It makes a very strong and rigid crown.

### A. G. Spalding & Bros.

have a beautifully arranged and beautifully decorated booth set off with fresh

flowers, with C. C. Candy, E. D. Loane, E. H. Towle, and W. N. Mead in attendance. They are showing the wheels made by the Lamb Mfg. Co., which comprise the Spalding, a new \$125 wheel which to all appearances is on a par with the best, built on popular lines with a tubular fork-crown, splendid adjustments, and fitted with wood or steel rims and Clincher or Spalding tires; the Credenda Pacer, a wheel after the general style of the '93 model, but improved in many particulars, listing at \$125; the Credenda Consort at the same price, a straight-frame ladies' wheel, with two front stays and up to date in all particulars; the Credenda Roadster, a wheel which should prove a splendid seller at \$85; and the Pacer Junior, and Consort Junior, which list at \$65 and \$75 respectively. The whole line impresses one as being up to date and good value at the prices.

### Munger Cycle Mfg. Co.

have an interesting exhibit of one wheel in charge of F. S. Dickinson, secretary. The wheel is but one of their line, however, which will consist of racers at sixteen and eighteen pounds and a light roadster at twenty-two pounds. The last named wheel was the one on exhibition and it is a beauty and worth every cent of the money asked for it—\$150. The wheel was designed by L. D. Munger and like all his work presents new and valuable features. The cranks are bored on a taper with a keyway cut on it and a key is milled on the tapered end of the axle and is an integral part of it. The crank is forced on and held in place by a jam nut. The sprocket-wheel is detachable and the tread is five and one-half inches wide while the balls have a spread of three and three-fourths inches, a great feat in bicycle construction. The company have adopted the Sager direct seat-post. Altogether the wheel is one of the very finest at the show.

### The Capitol Cycle Co.

is in charge of Charles Gorham, George V. Clementi, and Walter Perrett. They exhibit four styles of wheels. They are the Models A, B, C, and D. The Model A is a thirty-pound wheel built on approved lines, fitted with M. & W. tires, and listing at \$135; the Model B lists at the same price and scales twenty-five pounds; the Model C is a \$135 straight-frame ladies' wheel with two front stays; the Model D is a twenty-pound racer listing at \$140. The wheels are built of the best material and finished in superb style. All are made with double fork-crowns.

## TIRES.

### The Eastern Rubber Mfg. Co.

are undoubtedly making a greater bid for business than any tire makers at the show. They have a force of a dozen men looking after the trade, all under the direction of John A. Barnes, and include Frank Eppelle, J. A. Herron, J. McWatty, G. R. C. Johnson, E. H. Alcott, J. H. Disboro, Nathan Michaels, T. A. Millen, E. H. Lecato, and A. F. Barker. The company have two exhibits, one calculated to catch the dollars of trade and the other to please the inner man. In the latter there is on exhibition a complete buffet with a colored man in charge and two colored youngsters in uniform. Woe to the man who is going to buy tires who after examining the extensive line of the company is inveigled into the buffet. If he does not leave an order behind it is not for lack of excellence of the refreshments dispensed, of the goods offered, and much less the persuasive eloquence of the genial Barnes and his assistants. The company's line consists of no less than six different styles of pneumatics, besides pedal rubbers and grips. The Climax is a double-tube tire on the M. & W. order. The Rex is similar to the Climax, but is made lighter, and comes in road and racing weights. The Cyclone is a clincher tire, the base of which is beaded to fit into the rim, and is firmly held in place by a separate wedge-shaped piece that is forced between the two inner edges of the shoe. The Fleetwood is a tire of the hosepipe variety, and is excellently made, and fitted, as are all the others, with a first-class valve. The Allow is similar to the Fleetwood but is made lighter for racing purposes. The Gem is a double-tube tire laced in two places, and is made in a variety of weights. Altogether the exhibit is a most creditable one, and the firm, although comparatively new in the tire business, show that they are in it to stay. They will unquestionably get a good share of the season's business.

### Columbia Rubber Works.

Messrs. Palmer, Driver, and Spooner, of the Palmer Tire Co., and Banker, Perez, and others, of the Columbia Rubber Works, are on the stand. All are kept constantly employed displaying the Palmer repair device. One tire was punctured and repaired at least a hundred times on Monday and did not leak Monday night. A thirty-inch tire with six-inch section attracted attention, as did also a huge pile of all sizes of tires on wood rims. This tire created a distinct sensation and the stand was constantly surrounded by a crowd. The inventor was made a lion of by thousands who, appreciating American push and energy, wanted to see the man who so successfully bearded the British lion.

### The Hermes Tire Co.

is represented by Frederick White. They show their detachable tire fitted to both wood and steel rims. In the presence of a BEARINGS' representative the tire was taken off the rim, the inner tube exposed and the outer cover replaced in less than ten seconds. They have a new and novel inner tube which has a partition extending from the inside of one side of the tube to the other, dividing the tube into two longitudinal sections. There are two valves, one leading into each section. On ordinary occasions the outer section only is inflated and the partition is forced by the air pressure against the bottom of the tube. In case of puncture the inner section is inflated and the partition being forced in the opposite direction makes a new inner



tube practically. The puncture can be repaired at leisure, and the tube is ready for more accidents. A practical and novel device.

#### **The American Dunlop Tire Co.**

The representative of this company are out in full force and include the Messrs. Harvey, Alfred, and George DuCros, R. Garland, and the only Kirke Brown. They have "two little girls in blue" giving out catalogues and souvenir medals. The most striking feature of their exhibit is an Irish jaunting cart, fitted with Dunlop tires. The cart weighs, with a load of five persons, 1,500 pounds and in consequence the tires have to be blown up very hard taking 100-pound pressure. These tires are perfect Dunlops in every particular and are detachable. They are some four inches in diameter. The company have on exhibit the wheel on which Meixell rode 1,200 miles in the recent six-day race without having his tires once inflated.

#### **Morgan & Wright.**

William Herrick is in charge of this exhibit. The genial William has but few samples to show, and attracts people to his booth more by the artistic manner in which it is furnished and fitted, and by the reputation of himself and his goods than by any display of the latter. The 1894 M. & W. tires are the same as last year in general style. The only noticeable changes are that they have been made lighter and stronger, and are fitted with an improved valve. A new fabric has also been introduced in which Sea Island cotton is used. The factory, according to Herrick, is running night and day.

#### **Mechanical Rubber Co.**

This is a novel exhibit. Many forms of rubber are shown in the crude state. The Chicago, Yankee Band wedge, and Cleveland loop tire are being shown by John F. Ives and a number of assistants. All are inner tube tires. The Chicago is fitted to any shape crescent rim and is claimed to be the lightest mechanical attached tire of any description yet produced. It is removed and replaced within two minutes. It does not depend on inflation to remain on the rim. The Yankee Band wedge tire is very simple, with no complex mechanical features or wire attachments, the cover being firmly locked to the rim by two rubber band wedges, holding the tire on whether inflated or deflated. The Cleveland loop tire has been previously reported in THE BEARINGS. Simplicity, ease of repair, lightness, and perfect workmanship have been the watchword of this company.

#### **The New York Belting & Packing Co.**

have an exhibit in charge of F. A. Winshell, T. W. Plum, and L. F. Stillwell. They show four different styles of tires. Their Whippet is improved, and weighs from one and a-half to four pounds to the pair. It is on the Morgan & Wright style. The French-Michelin is their mechanically fastened tire, the same general style as that of last year. Their Gee Whiz tires weigh seven pounds to the pair, including the rims. This is a new clincher tire, on a new principle. They claim that it can be ridden with safety when deflated without injuring the tire. In addition to this they have their New York key tire, a detachable tire, which is held in place by a clincher band on the inside. Opposite the valve there is a mechanical fastening operated by a key, which allows the clincher band to be fastened on or unfastened instantly.

#### **The Providence Tire Co.**

through E. A. Garvin, are showing their double-tube Providence tire. This tire is very ingeniously and yet simply constructed. The outer cover consists of the ordinary shoe with an opening on either side, which is fastened by lacing. The two inner tubes are inserted one within the other. The outside one of these tubes has a flap which is ordinarily cemented down, but which can be opened in case it is necessary to take out the second inner tube, which very rarely occurs. There is a valve to each one of the tubes, and either one can be inflated separately from the other. Under ordinary circumstances it is only the outside tube which is inflated, and the inside tube is not needed except in case of puncture, but lies in the hollow of the outer tube next the rim. When the outer tube is punctured, the inner one is inflated, and makes a perfect tire. When the rider returns home he can repair the tube at his leisure. This tire has been adopted by E. C. Stearns & Co. and is bound to meet with a large sale.

#### **The Elastic Tip Co.**

B. H. Pratt and F. B. Pratt are in charge of this exhibit. They are showing the Boston pneumatic tire—a tire on the hosepipe order—in both road and racing style; the Acme, a two-tube laced tire, with openings at the valve and on the opposite side, and the N. G. L. tire, a light, mechanically fastened pneumatic. They make a specialty of this tire, which is one of the few detachable pneumatics which is adapted for use with wood rims. In addition to their tires they show hubs, pedal rubbers, grips, cycle horns, cement, repair outfits, oilers, and parts for bicycles, as well as lamps, pedals all complete, and an adjustable handle-bar; also almost everything in the way of sundries.

#### **The Manhattan Rubber Mfg. Co.**

exhibit the Simplicity tire, the easily detachable tire, which is held to the rim without cement, lacing, or mechanical fastening. The principle of the tire is based upon increasing the diameter in the gutters of the rim after the tire is put on, by partially filling the gutters with a rubber cord which forms a cushion bearings for the edge of the cover, and supports it in an immovable position between the bottom of the gutters and the top edges of the rim.

#### **Erie Rubber Co.**

This firm is represented by Frank Farbairn and J. G. Moony, the latter is the inventor of the Keystone detachable tire and tube. This tube is composed of a material which, when molded in tube shape, is stretchable side-wise but not lengthwise. Thus the tube itself aids to clinch the tire to the rim, being constrictive. The tire is mechanically fastened and attached to a special rim by string.

#### **S. Milford Schindle**

is creating no little talk by his exhibition of his punctureless tire armor. A bicycle fitted with this armor was repeatedly ridden over a board, through which any number of wire nails had been driven, but in no case did the nails reach the inner tube or in any way injure the tire. The armor consists of a fabric which is inserted between the outer covering and the inner tube of a double-tube tire. It is very flexible and interferes but little if any with the resiliency of the tire. The armor is made by the Punctureless Tire Armor Co., of Hagerstown, Md.

#### **Boston Woven Hose & Rubber Co.**

This company shows the N. G. L., a mechanically attached pneumatic tire, in which the outer covering is held in place by a clamping band which engages the beaded edges, a short distance below the edge of the rim. A number of inner tubes and pedal rubbers are shown.

#### **Newton Rubber Works.**

The Heustis pneumatic tire and molded rubber goods are shown.

### **SADDLES.**

#### **Curtis-Child Mfg. Co.**

This firm shows a very complete line of saddles mounted on easels. There are ten varieties in nickel, copper, and enamel. The men's racer Model A weighs thirteen and one-half ounces, made to fit any pattern seat-post by a new pattern post clamp device. Model B, the men's scorcher, is little changed from 1893 and weighs twenty-six ounces. Model C is a steel racing saddle brought out late last season and one of the novelties of the show. Its weight is but twelve and one-half ounces. The light ladies' roadster, Model D, is another novelty, the leather coming well over the spring in front, making it impossible for the dress to catch. It has a perfect tilting device and weighs only twenty-six ounces. There are five other models.

#### **Persons & Muller Mfg. Co.**

C. A. Persons and Val Muller are on the stand. A complete line of this firm's famous P. & M. saddles is shown, and the two members of the firm do not waste a second in hustling for business. Their latest novelty in pneumatic saddles is admired by all. The Century, Tourist, light roadster, and ladies' saddles are shown in various forms.

#### **The Rich & Sager Co.**

are represented by J. Harry Sager, Geo. Seager, the new manager of the company, Fred Zoller, Marcus Hirschfeld, and C. J. Iven. They show their '94 saddles in no less than nine different styles. Among them the most noticeable is a twelve-ounce racing saddle, which they claim is the lightest saddle for practical use on the market. Their A special can be attached to a direct seat-post and is adjustable, the adjustment being controlled by a single set nut. They also have a direct hollow seat-post for their B saddle, which comes in sizes to fit all sizes of seat masts. The new pommel to their saddles is a great improvement. The Beauty child's seat is shown in a new style, a full pound lighter than hitherto and improved in other ways; also the Hendee parcel carrier which comes with or without a mackintosh bag for small articles. They are distributing a very neat and attractive catalogue.

### **TUBINGS AND FORGINGS.**

#### **Parkhurst & Wilkinson.**

George S. Webb and Frank A. Burgess are in charge. Mr. Webb is showing his pneumatic tire for bicycles and sulkies. The tire is detachable, the wires which hold it to the rim being instantly released by a key, which entirely-loosens the tire. The inner tube can be exposed and the outer cover replaced in less than no time. In addition to this tire the company show a large variety of steel tubing, rims, forgings, chains, nipples, spokes, pedals, saddles, forksides, oilers, and wrenches.

#### **Roger B. McMullen & Co.**

are showing the goods of the Shelby Steel Tube Co., the Indianapolis Chain & Stamping Co., and the Hunt Mfg. Co. They have one of the most tastefully arranged and instructive exhibits in the show. Messrs. R. B. McMullen, Ned Oliver, and Fred Colson are in charge. Various weights and gauges of tubing and a large variety of chains are shown, and there are no less than twenty-one different styles of saddles in the Hunt department of the exhibit. They are particularly attractive and should find a large sale. In addition there are tool-bags, toe-clips, and an excellent cycle stand.

#### **Elwood Ivins Tube Co.**

A complete line of seamless tubing—aluminum, bronze, brass, copper, etc.—is shown and also tapered tubing, and tubing of irregular shapes—square, flat, corrugated, etc. This firm's aluminum bronze tubing is claimed to be the only tubing of this variety in America. It has the tensile strength of steel, greater rigidity, and is non-corrodible.

#### **J. H. Williams & Co.**

of Brooklyn, exhibit at one of the most tastefully arranged booths in the Garden. They show a full line of forgings of all kinds. In the same booth are Peter A. Frasse & Co., of New York, who show a fine assortment of machinists' tools.



**Anglo American Iron & Metal Co.**

An exhibit arranged with rims in all positions, and a huge rim of a dozen feet in diameter for the front. The material is a hard line to arrange satisfactorily, but Messrs. Friedenstien, W. M. Town, F. A. Tupper, and H. M. Campbell have displayed great ability in this difficult art. A full line of parts is shown in the background, and a wheel, made entirely of the parts supplied by the firm, is a feature.

**MISCELLANEOUS.**

**Bridgeport Gun & Implement Co.**

A full line of cyclometers, whistles, and lubricants are shown. The cyclometer of this firm's make is an innovation, and is cheap enough for any rider, costing but \$3.50. This little machine is fastened to the front forks of the wheel and can be set back to any desired figure with the simple removal of the top cap; being small and near the hub it is not at all noticeable.

**John S. Leng's Son & Co.**

They exhibit a large variety of lamps, spokes, saddles, forgings, cranks, grips, wrenches, oil-cans, chains, saddles, and tool-bags; also the tubing of the Weldless Steel Tube Co., the oldest manufacturers of tubing in the world. In the same booth are the

**Snell Cycle Fittings Co.,**

who show a full line of the well-known Snell lamps and other cyclealities. In addition to this they exhibit completed bicycle frames, as well as the various separate parts, and a full line of saddles, tool-bags, and other sundries.

**Standard Cap Co.**

Thomas Mallison has charge of this firm's tastefully arranged exhibit. Mr. Mallison is one of those born hustlers who is bound to make himself and his firm known everywhere. They show caps in every conceivable color and shape, as well as a tasteful display of club emblems and monograms. At the same stand are the

**Red Star Mfg. Co.**

They show their well-known Red Star productions, the solid lamp illuminant, the chain lubricant, and the lubricating oil. The entire exhibit is well arranged and a good deal of business is coming their way. Theodore D. Weston is in charge.

**New Departure Bell Co.**

C. A. Hoagland and C. W. Mallory are on the stand, which is fitted out with a continuous line of bells, fastened to the iron railing, and presenting a novel appearance. This firm's line of bells has been greatly improved over last year. They show a new bell, fitted with aluminum base, weighing only four ounces, and giving electrical results. In a handsome frame in their

exhibit is inscribed the first verse of Roland Hennessey's cycling song, "What Sweeter Sound to Cyclers' Ear."

**Rimington Bros. & Co.**

S. A. Rimington and W. H. Newman are in charge. This company have a very complete line of bicycle sundries, and show samples of the Sanspareil machines and lamps. They have the Sanspareil on exhibition on which Schock won the recent six-day grind. A full line of Sanspareil lamps is also shown.

**Frederick C. Gilbert & Co.**

The firm show cycle enamel, chain lubricant, white graphite, and a liquid tire cement for attaching tires without using heat. The Mascot cycles are shown, and include one sixteen-pound track racer, which is built to reach. This has a very narrow tread. A very strong and rigid forty-two-pound tandem is also shown.

**The Hardware Specialty Co.**

are showing a lot of bicycle bells which will please the trade. The hammers are placed on double metal hammer arms, one of which is made of hard spring brass and so shaped as to keep the hammers in place and perfectly silent unless put in motion by the thumb piece.

**J. J. Warren & Co.**

W. H. Hayden and N. B. Elliott are hidden behind a great display of goods applicable to the bicycle trade. This firm supplies over 75 per cent. of the leather goods—including saddle leather, tool-bags, and such—that is furnished the cycling trade. Neat little matchesafes and pocketbooks of leather are being freely given to the trade.

**Detachable Cleat Co.**

This firm has met with success the past season with a cleat adjustable to any shoe and detachable when not riding. The present season a line of cycle shoes and cycle novelties are being shown in addition.

**M. A. Woodbury.**

The exhibit of Woodbury's Automatic Dry Chain Lubricator is in charge of the proprietor. He does no end of hustling about among the trade, and is taking orders for his well-known lubricator from many prominent firms.

**Billings & Spencer Co.**

exhibiting with the League Cycle Co., are showing a line of their well-known wrenches in many improved shapes.

**Cushman & Denison.**

This firm's exhibit is perfect throughout. Perfect oilers, etc., and their pneumatic pump holders are shown.

**N. C. Hirsh & Bros.**

Bicycle uniforms are shown in a great variety.

# The 1894 *Lu-Mi-Num.*

## WILL SURPRISE YOU.

Particulars later.

WE HAVE FULFILLED THE MOST SANGUINE EXPECTATIONS IN '93 (have you read our testimonials?), BUT

# Watch the Lu-Mi-Num in '94.

Mr. DEALER, STAND UP AND LET US SEE YOU, PLEASE.

Incorporated 1873.  
Capital, \$500,000.00.

## ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.

ST. LOUIS, MO.

"We Keep Our Promises."

MENTION THE BEARINGS



**Harris Mfg. Co.,**

represented by Robert Harris, Marks Harris, M. F. Dimberger, and E. C. Bald, who show the Harris combination wrench, combining an oil-can, screw-driver, pump, and monkey wrench all in one. This handy device has been greatly improved and is made very compact and light.

**The Garvin Machine Co.**

are represented by H. F. Frevert and show a great variety of special tools and machinery for cycle manufacture, among which is an automatic machine for making hubs which will turn out a completed hub in twenty minutes; a machine for rolling the thread on spokes, with a capacity of from 20,000 to 30,000 a day. There are a number of other machines, built especially for cycle manufacturers, which are well worth examining.

**The Boston Wood Rim Co.**

have an exhibit under the charge of W. W. Stall. They show no less than twenty-one different styles of wood rims in maple, ash, and oak. They show the rims in the different stages of manufacture. The rims are made in any number of different shapes and are superb; they are both one piece and layer. They are superb in finish and stiff and strong. In the same stand is E. A. Baldwin, who has a chain that is adjustable for wear. As the chain wears the links may be shortened so that the pitch will remain true, by sliding the rivets along a slot in the side links to the center and turning the former around.

**Cleveland Machine Screw Co.**

show a complete line of hardened and polished steel balls made by a new process and automatic nipple machine in operation. This firm is giving a triangular shaped necktie pin as a souvenir, a little steel ball occupying the center of the pin.

**NOTES OF THE SHOW.**

Kennedy-Child actually worked. This note is given for what it is worth.

Prince Wells was present in the interests of several specialties of his own manufacture.

W. C. Anderson was sent west to his territory in Ohio and Michigan just before the show and could not be there.

Sid Black met with success in the east for the Cleveland wheel, and will continue in the same territory after the show.

Tom Hay took orders early and often for his pump, the Cyclone. Pneumatic tires sell for more money in England than in this country at the present time.

Charlie Gorman is on the sick list. He has a sprained wrist. Walter Perrett, a brother of William Montague, is helping Gorman out at the exhibit of the Capitol company.

It was said at the show that there were firms that were offering men jobs and requiring three weeks' work for nothing and \$75 after that for a month's work. It is supposed that these "bleeders" are offering the man expenses, but even that is uncertain.

Fred Dickinson represents the Munger Cycle Co. and has a line of light wheels with him that are beauties and fair samples of what Munger can do when pushed for time. It will be remembered that this hustler had wheels at the show last year, although he had but two weeks to prepare them.

So well pleased was the Remington Co. with the Palmertire that it took occasion to increase its order very materially while there was yet a chance. Many of the firms were doing the same thing, for this popular tire is surely catching on more rapidly than any would suppose and some day in the near future there is bound to be a shortage.

The Sterling wheel and especially the Sterling sail attracted general attention. This sail was patterned after the sail as made and used on the Pacific coast, and was rigged out by a practical mechanic, who is of the opinion that it would be practical for general use. The sail is attached to two appliances at the head.

C. W. Dickerson, president of the Sterling Cycle Works, said to one of THE BEARINGS' staff this week that "It is really wonderful the amount of good an 'ad' in THE BEARINGS does; that 95 per cent. of the firm's answers from a half-dozen advertisements was directly traceable to THE BEARINGS 'ad.'" This is good news, but is no more than is being received day after day from many sources.

Samples of the S. D. Childs aluminum rim were shown on the floor and attracted a great deal of attention among the members of the trade. "It is the first time I have ever seen a rim of this kind that was strong, and I think this will be the rim of the future," said a prominent dealer and manufacturer. Mr. Friedenstein, of the Anglo American company, was very much interested in the sample.

There was no unseemly hurry at this show as was seen at the Philadelphia show of last year. Everything was conducted with a master hand, and all signs of work were carried away as soon as possible—the crates to numbered spaces in the basement and the refuse to the scrap heap. The exhibitors were not required to do the work, the Garden force doing it all. In this way the aisles were quickly cleared, and all was ready hours earlier than was done in the sleepy city of Philadelphia.

# TRIBUNE CYCLES FOR 1894.



SEND FOR CATALOGUE.

**THE BLACK MANUFACTURING CO. - ERIE, PA.**

Mention "The Bearings"



The saddle firms hustled.

The Sterling Cycle Works will turn out about 2,500 wheels this season.

H. A. Lozier & Co. had eight men at the show and all put up at the Park Avenue.

There was an exhibit at the show, an exhibition of tires, that all steered clear of because of their stench.

Nothing escapes the eagle eye of Ralph Temple who gets around the floor at a speed that would tire out most men.

Herrick had a striking exhibit for Morgan & Wright and was happy. If Billy can't outdo everybody else, he is not Herrick.

All decried two shows over and over again that first day and many said they would go to Philadelphia only because they had to.

Some thought the Victor exhibit far prettier than the Columbia, but these were of the purely artistic turn of mind. Both were very pretty and admired by all.

The Goodrich Rubber Co. had but three tires to show this season and the Palmer took preference because there was a greater demand than for any of the others.

There was no levity at this show as was seen at the show of last year, as the past season had left its mark and the watch word was invariably business, business, business.

There was a difference in New York in the fact that the trade was scattered to the four winds of heaven, some being at the Everett, more at the Albemarle, others at the Holland, and others scattered in a dozen other places.

The stage was too high and those in the aisles were driven to the gallery to see the show. As there were several exhibitions—morning, noon, and evening—the dealers complained, as it was hurting their trade. Manager Sanger was of the opinion that these exhibitions would draw better than all the exhibits at the show.

"Pop" Worden's bridal chamber was what THE BEARINGS man dubbed the exhibit of the Remington Co. and the name was caught up by all and passed around. Yellow, white, and red bunting was freely used in this exhibit and a bright-colored room it made, too. "Pop" declared that he had nothing to do with the arrangement and that he would have it taken down, "but he didn't."

The youths' Fowlers in the Hill Cycle Co's exhibit attracted a great deal of attention, as such wheels naturally would. These are boys wheels in every sense of the word, but of man's strength. They were made for the

sons of N. H. Van Sicklen, and are perfect models of the regular Fowler wheels, with twenty-four inch wheels. The machines weigh twenty pounds each.

Frank Fowler ran down to Boston a few days before the show and there closed a deal, that involves many hundred wheels, with the firm of B. B. Emery & Co., who gave an order for two hundred wheels for the territory of Boston and ten miles around. This firm has three stores, one at Grove Hall, one at 40 Columbus avenue, and the third at Franklin and Oliver streets. The firm sold six hundred wheels last season, and one-third of the number were Fowlers. They expect to sell at least five hundred wheels the present season. Twenty-five of the wheels were ordered at once by express. Mr. Fowler has also closed a deal for Missouri, Arkansas, and Texas with D. Snitjer & Co., of St. Louis, and with Ives and Jennings, of Oneonta, N.Y.

#### In the Receiver's Hands.

NEWARK, N. J., Jan. 9.—Edward H. Duryee was this morning appointed receiver for E. Alsdorf & Co., the largest bicycle, piano, and sewing-machine dealers in the state. The appointment was made by Vice Chancellor Green and the bonds were placed at \$25,000.

## You Want It.

...THE...

### PITTSBURG STAND

(PATENTED)

Is quickly and securely attached or detached; fits all sizes and styles; attached to either front or rear wheel, and when attached the wheel may be moved at will.

CORRESPONDENCE WITH THE JOBBING TRADE SOLICITED  
SEND FOR CIRCULAR AND PRICES.

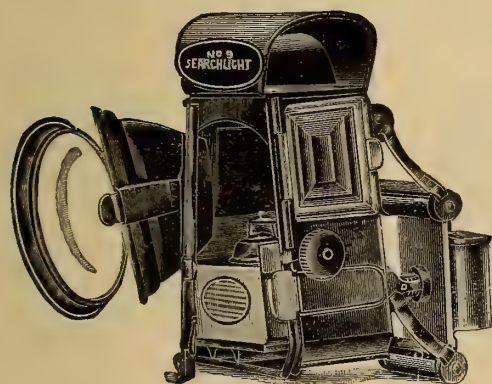
PRICE \$1 EACH.

WM. M. JUSTICE & CO., Manufacturers

Mention  
Bearings.

PITTSBURG, PA.

# DEALERS, Write to Us for Cash Prices



— ON —

LAMPS,

CEMENT,

BELLS,

OUTFITS,

OILERS,

BAGS,

ETC.

ETC.

## THE FERRIS

Weight 27 Lbs.

LIST \$100

BEST VALUE EVER OFFERED.

## THE ORMONDE

Weight 24 Lbs.

LIST \$125

IS SECOND TO NONE.

NET PRICES WILL SURPRISE YOU.

# American Ormonde Cycle Co.

10 Barclay Street, NEW YORK.

MENTION THE BEARINGS



## THIS YEAR'S VICTORS.

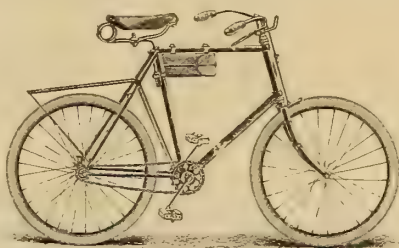
From advance proofs of the '94 catalogue of the Overman Wheel Co. we are able to get a few pointers about this firm's wheels for the coming season. This company certainly make handsome wheels, and if they do not more than double last year's business it will be a wonder. There are six models this year. The Model D, standard frame, retains all the good points of the '93 model, but with many improvements in detail, notably the tire valves and hubs. At these points all unnecessary weight has been discarded, leaving only the essential metal,



Model D Victor, Standard Frame.

which is the finest crucible steel. By this method the Victor people get a straight tangent spoke, dispensing with all bends. Spokes are enlarged at each end and drawn down in the middle, thus avoiding upsetting the wire. This wheel weighs thirty-three pounds, and is an ideal roadster. Wooden rims will be fitted when wanted. The Model 1D is also built with a high frame to accommodate long-legged riders. It was found better to raise the frame than to use an extra long saddle-post.

The Victor Flyer will be the Overman company's leader next year, and extraordinary care has been taken to make it one of the best wheels ever turned out by this firm. The Flyer is also made with a high frame. This wheel was described in THE BEARINGS last week.



Model D, High Frame.

The nineteen-pound racer is the only wheel that does not list for \$125. On account of the extra work necessary to produce such a marvel of lightness and strength the Overman company deem it advisable to charge \$150 for it. Speaking of this wheel the catalogue says: "To meet the

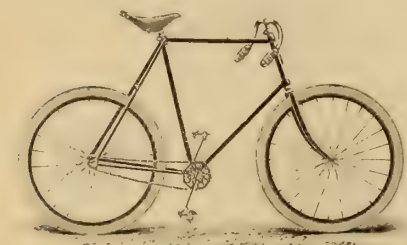


Victor Flyer.

demand for a very light wheel to be used on the racing path, and for very careful riders on a good road, who are anxious to ride as light a machine as they possibly can, we make the Victor Racer. It is not so strong a wheel as the Model D or Flyer, but thoroughly meets the requirements for a machine of extreme lightness. It shows a high state of the bicycle builder's art, containing the essentials with all the non-essentials omitted. It is not recommended for road use, but that it can be used on a smooth road by a skillful rider has been thoroughly demonstrated."



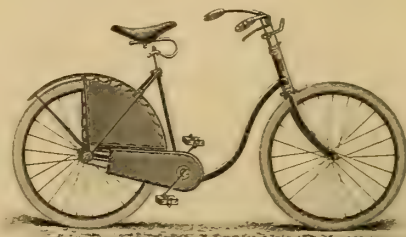
Victor Flyer, High Frame.



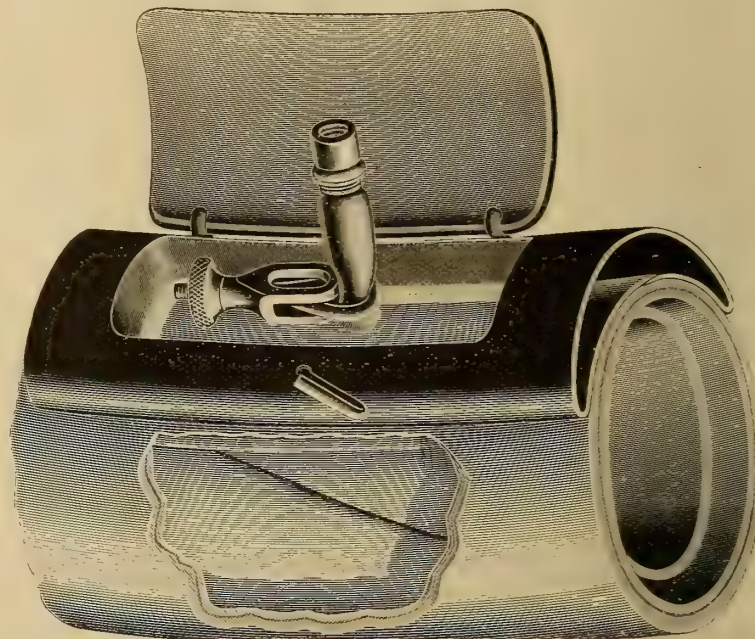
Victor Racer.

The Victoria, the ladies' wheel, is already well known in the world of wheels, and needs but little description. Several improvements have been made this year. The difficulty that has heretofore existed in making a saddle adapted for mounting and dismounting has been overcome by the new Victoria tilting saddle. The flexible rubber dress and mud-guards are improvements that will be greatly appreciated by the fair sex. Several important improve-

ments have been made in the Victor tire. There are no loose parts. The inner tube is stiffened at the portion which covers the doorway, and will sustain a very high pressure; it is, however, easily withdrawn when inflated. The choker attached to each tube retains the air pressure by compressing the stem or inlet pipe. It never refuses to act, as other forms of valve often do, through the presence of a little dirt. This form of valve is said to be superior to any form of non-return valve (which properly belongs to the pump). The unobstructed tube allows a gauge to be used to register the pressure in the tire, and it is also the simplest and most efficient form. The hinged door lies close to the rim and conceals the inlet pipe and



Victoria.



choker. The outer case has been greatly improved, and the result of a long series of experiments is an extremely buoyant, strong, and durable tire. Inner tubes are made under compression, and they are thereby free from imperfections which might cause leakage. The joints at the ends are vulcanized under pressure.

### Seeley Makes a Change.

C. Ford Seeley, head of the Pope Mfg. Co.'s sales department at Hartford, Conn., for the last two years, made a change the first of the year, starting out in business for himself. He has secured the agencies for a number of well-known machines and will succeed Jackson Bros. at Norwalk and South Norwalk, Conn. Mr. Seeley is well known in the trade and is a racing man of no mean ability. His most remarkable ride was in the Hartford-New York relay race, when he rode twenty-one miles over rough roads in 1:04:00. In the Boston-New York relay, in '92, he again covered himself with glory, riding twenty-five miles in 1:16:00, breaking the American road record. He has also broken several tandem records.



C. FORD SEELEY.

# FAIRBANKS'

## BUILT-UP WOOD RIMS

(PATENTED)

Are not only the original wood rims but also the only ones that have been uniformly **successful and satisfactory**. We are now prepared to supply manufacturers with any quantity desired at extremely low prices, and invite correspondence regarding same. We would be pleased to send samples to any manufacturer who contemplates fitting his **high-grade wheels with high-grade rims**.

IMITATIONS ARE ALWAYS INFERIOR TO THE ORIGINAL.

**FAIRBANKS WOOD RIM CO.,** 21 Park Row, New York City.  
Room 34.

NOTE: Our rims are guaranteed in every particular.

MENTION THE BEARINGS



# AGENTS WANTED!



WE CAN SUPPLY UNLIMITED  
QUANTITIES

...OF...

# RALEIGH



# RALEIGH CYCLE CO

289 WABASH AVE.,  
CHICAGO.

2081-83 SEVENTH AVE.,  
NEW YORK.



#### A "Chain Balance."

This is an entirely new invention, used by Hobart Bird & Co., Wolverhampton, Eng., having for its object an improved means of taking up the slack of driving chains and to abolish the "back adjustment." This is



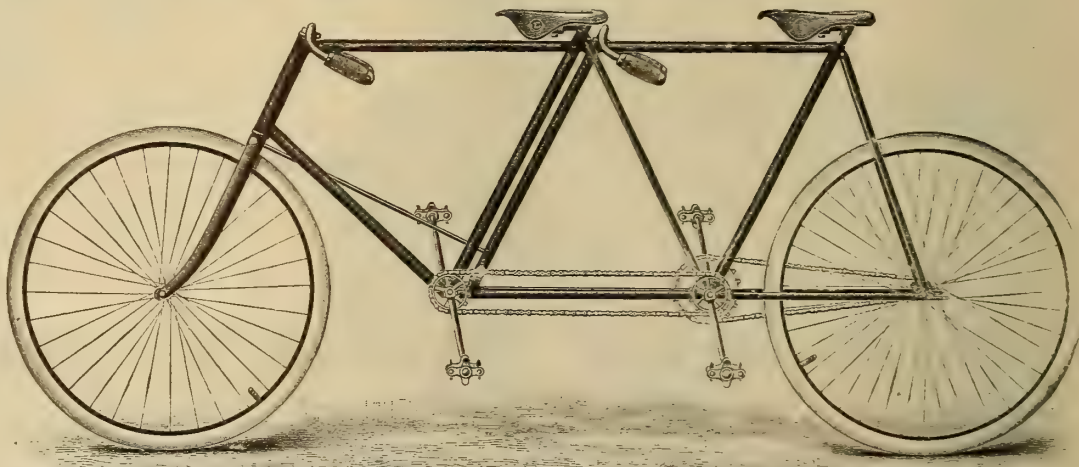
accomplished by inserting in the chain near to the bracket-wheel the rim of a toothed wheel, the teeth on which gear accurately into the chain.

This "idle wheel" has no

hub or spindle, but runs free, consequently without friction; it remains constant in any position in which it is placed, and simply serves to keep the chain evenly balanced and in nice tension. When it is desired to take up stretch or slack, it is done with the finger and thumb, by simply moving the idle wheel along one link nearer to the back hub; this is done instantaneously, and without the possibility of pulling hub out of true alignment with bracket-wheel, and thereby greatly increasing the driving-strain, so often done in the ordinary mode of adjusting. The chain balance has also in addition to these advantages the important fact that it avoids the necessity of unscrewing and screwing up from four to six nuts each time the chain needs tightening as in the usual adjustment.

#### The Stearns Tandem.

The English may boast of their tandems, but they will have to get up early in the morning before they can beat the fine machine just turned out by E. C. Stearns & Co., of Syracuse. This firm have always made handsome wheels, but in this tandem they have really surpassed themselves. It has a ten and one-half-inch head, twenty-eight-inch wheels, wood rims, cold-swaged tangent spokes tied, Providence double-tube tires, wood rims, and is finished in black with gold stripings. The wheel-base is sixty-four inches and weighs but thirty-eight pounds. When desired, a drop frame may be substituted and a regular "Daisy Bell" tandem may be had. This style will add about seven pounds to the weight. The price, \$225, is not excessive for such a fine piece of workmanship and the Stearns people should have no difficulty in disposing of the limited number they intend making.



#### Defies the Puncture Demon.

The Punctureless Tire Armor Co., of Hagerstown, Md., are out with something new in the anti-puncture line. It is an armor made of tough fibrous materials, chemically treated, which the makers claim renders it impenetrable to any sharp pointed or cutting obstruction, and still makes it as light and flexible as a piece of cloth. One Hagerstown rider has given the following testimonial:

"I drove into a Dunlop tire, fitted with the armor, five ten-ounce needle-pointed tacks; I then rode on their heads for over two miles, striking each tack on the head more than 2,000 blows of 120 pounds each, over a hard macadam road, and then only forced one through into my air tube; the points of the other four were turned. It's simply wonderful."

#### Doing Well, Thank You.

J. Willard Parker, President of the Niagara Cycle Fittings Co., Buffalo writes: "Martin D. Smalley, manager of the Marble Cycle Mfg. Co., of Plymouth, Ind., paid a flying visit to Buffalo the other day, where he was the guest of the Niagara Cycle Fittings Co.—that is to say, he ate turkey with us, and we talked turkey to him. The result was that the Niagara Cycle Fittings Co.'s order book was fatter by about \$10,000 when Mr. Smalley took the train for home. We have now nearly half our season's output contracted for, and will undoubtedly be obliged to run long hours a good share of the season in order to keep up with the demand."

## A Wheel with a Silver Lining.



Aluminum Rims.

G. & J. Tires.

• **THE EAGLE** •

M. & W. Tires.

Palmer Tires.



# The Eagle Bicycle Mfg. Co.

Torrington, Conn.



# ADAM AND EVE IN CENTRAL PARK

were they living at the present day, and desired to make an earnest effort to prevent sin from entering into the world through the medium of the person with the cloven foot pursuing them, we would suggest that they use one of those high-grade bicycles manufactured by many, equipped with a pair of the Eastern Rubber Manufacturing Co.'s tires, either Climax, Gem, Rex, or Cyclone, and predict that Adam would naturally have taken our advice, but would hardly expect the same wisdom on Eve's part, from past experience that the world has had with this lady. To begin her downward career, she naturally would have chosen one of the many adulterated tires sold without a guarantee and unreliable.

What more could we expect but that she would fall.



## OUR GRAND RECORD. WHO ELSE HAS MADE IT ?

We have sold thousands and thousands of tires during the period named in Affidavit below.

STATE OF NEW JERSEY, }  
COUNTY OF MERCER } ss.

Be it known that on this eighteenth day of November, eighteen hundred and ninety-three, before the subscriber, a Notary Public in and for the State of New Jersey, personally appeared John A. Barnes, Manager, and Frederick C. Overton, Shipping and Receiving Clerk, of the Eastern Rubber Manufacturing Company, of Trenton, New Jersey, who, being by me severally sworn, upon their respective oaths, say: that during the season from May first (1893) to the present time, being the season just closed, there has not been a single bicycle tire manufactured by the above named company returned to it by a purchaser or purchasers on account of bursting; and that there has been only two bicycle shoes manufactured by said company which have been complained of; that one of said shoes has been replaced, and the other will be if returned; that there has not been a single one of said company's air tubes returned or complained of on account of adulteration of material; that none of said company's air tubes have cracked from that cause.

And deponents further say: that there are no disputes existing between the said company and any of its customers, and that said company has no complaints of unjust or discourteous treatment from any of its customers.

And deponents further say: that many voluntary letters have been received by said company from different persons, highly complimenting said company's tires, and that said letters have not been solicited or paid for in any way whatever.

Severally sworn to and subscribed before me this eighteenth day of November, eighteen hundred and ninety-three.

{ Seal. }

JOHN A. BARNES.  
FREDK. C. OVERTON.

In testimony whereof I have hereunto set my hand and official seal, at Trenton, the day and year aforesaid.

EDWIN ROBT. WALKER,  
Notary Public of New Jersey.

ADDRESS ALL COMMUNICATIONS TO THE

# EASTERN RUBBER MFG. CO

TRENTON, N. J.

PLEASE CALL AT OUR EXHIBITION SPACE, No. 93, NEW YORK CYCLE SHOW.

PLEASE CUT THIS ADVERTISEMENT OUT AND DISPLAY IN YOUR OFFICE OR WORKSHOP.

MENTION THE BEARINGS



## THIS YEAR'S CATALOGUES.

The manufacturers are outdoing themselves this year on catalogues. The few already issued are gotten up very elaborately, and evidently money has not been spared in the endeavor to catch the public's eye. The Ariel Cycle Mfg. Co.'s catalogue was written by E. H. Wilcox, and contains some very apt quotations from Shakspeare on the different styles of wheels. The cover is printed in as many colors as could be found in Joseph's coat. A very spirited scene is the modern racing man running full-tilt into a knight of the ninth century. The twelve points of superiority claimed for the Ariel are: A rear hub made from one piece of steel, patent non-slipping and non-destructive brake, the only practical metallic gear case, the truss-frame womans' bicycle, pedal construction, new and unique dress-guard, dust-proof bearings, perfect head adjustment and handle-bar fastening, original method of reinforcing all connections, adjustable seat-post, changeable front sprocket, and original method of bracing frame.

Green and gold make a fine combination for the front cover of a catalogue, and the Peerless Mfg. Co. made this selection for this year. The inside is just as attractive as the exterior, and the reading matter shows that a master hand wrote it. The Triangle combines lightness and strength, and no one knows better how to make a light wheel than do the Peerless company. Their racer weighs eighteen pounds, and is a beauty. The special features of this wheel are the crank bracket, sprocket-wheel, and rear hub.

We have described the cover of the Stover Bicycle Mfg. Co.'s catalogue in another issue. It is magnificent, grand. The contents are interesting also. The seven models are fully described, and the fine points of the machines illustrated. In the Phoenix a drop-forged head is used and all the joints are properly reinforced. The spokes will stand a tensile strain of 1,100 pounds. It may interest the reader to know that there are 755 parts in the Phoenix.

The catalogue issued by the Snell Cycle Fittings Co. will be interesting reading for the trade. Every imaginable thing used in the construction of a bicycle—with the single exception of the tire—is made by the Snell company. Only high-grade material is used.

The Relay Mfg. Co., of Reading, Pa., have a very neat and tasty catalogue this year. It is handsomely gotten up in white and gold. The Relay in all its glory is shown and one can not help but admire the handsome and graceful lines of the wheel. Their new corrugated, cold-rolled steel rim, with reinforced joint, is almost as light as a wood rim, and the makers claim that it is much stronger.

### Garford Company Active.

A number of manufacturing enterprises of national reputation are located in Elyria, Ohio, and among them is the famous Garford Mfg. Co., where saddles have gained a world-wide reputation and are to be found on many high-grade bicycles of American make. The writer was recently permitted to accept the hospitality of this concern and made a tour of inspection through their new and fine factory. The main building is 40 x 100 feet, three stories and basement, and is as substantially and as prettily built as most brick residences. Its location is directly along the Lake Shore Railroad tracks, a spur of which runs to the receiving door in the rear. The basement is used for heavy machinery, such as punching and forming presses, and grinding machines, etc. The first floor contains the offices, which are finished in oak throughout and are models of convenience and elegance. The tool-room, machine shop, and polishing-room are in the rear of the same floor.

On the second floor are located the nickel plating, buffing, and leather rooms. In the latter the hide is transformed into the perfect saddle tops. The top floor is used for stock, assembling and shipping rooms. The engine building is separate. The engine is a 150-horse-power of the Brown pattern. Although this factory has reached a capacity of 1,000 saddles per day, this seemingly enormous output has proved inadequate to meet the demand and the company have been compelled to add another building in the rear which is used for storing leather, steel, and other parts pertaining to the saddle in the rough; part of the new building is fitted up with a fine enamel oven. A carpenter shop has also been added and a first-class carpenter and pattern-maker is in charge.

The '94 business of the Garford company bids fair to be larger than any previous year; contracts have already been received for about 75,000 saddles. Saddles are being made in thirty different styles. R. B. McMullen & Co., of Chicago, are United States sales agents; Edwin Oliver, of Springfield, Mass., represents them in the east, with J. S. Leng's Son & Co., of New York, as special eastern agents. The Garford company are running with a force of about 100 men and will shortly add a larger number. Some of the departments are running over time and in all departments there is unusual activity. The company report that they have already shipped more goods to January 1 than to March 1 last year.

### A French Puncture-Proof Cushion.

According to a French exchange an invention has just been patented to prevent the puncturing of the air chamber by placing between the inner tube and the outer covering a rubber cushion, arranged in such a manner that small cutting objects, although they may pierce the outside covering, can not reach the air chamber. The air tube is better sheltered from cutting objects than when it is placed directly against the outside covering, as is usually done. The cushion or pad consists of a base of canvas, provided with a certain number of projections that are fixed and preferably made of rubber. The pieces are cylindrical in form, but may have any other shape

if desired. The pad may be composed of a long rubber band, pierced with holes and covered with canvas. Sometimes the canvas is abandoned and rubber alone used; or still better, the cushion is made of a number of parallel canvas bands, fixed around the tire longitudinally or transversely. The projecting pieces of the cushion may be hollow, to lighten the protector.

E. D. Kenyon, the founder of the Kenyon Bicycle Mfg. Co., of Des Moines, Ia., has resigned the position of superintendent of that concern, although he still retains his interest. Mr. Kenyon will open a bicycle store and repair shop at 805 Locust street, and will handle a line of high-grade wheels. He has a new patent gear-case which he will soon show the trade.

*See our special full-page announcement elsewhere in this number. You can't afford to miss it.*

## THE LIGHTEST ROAD WHEEL IN THE WORLD IS THE TEMPLE SPECIAL..

Racing Wheels, 17 lbs.; Road Racers, 21 and 23 lbs.; Road Wheels, 25 lbs.

RIDERS, DEMAND OF YOUR AGENT A SAMPLE.  
AGENTS, IF YOU WANT TO BUY RIGHT, WRITE.



H. & T. SADDLES AND PEDALS ARE THE BEST.

U. S. Agents for M. & W. Pneumatic Tires and Fairbanks' Wood Rims

## RALPH TEMPLE CYCLE WORKS

Office and Showroom: 158 22d Street, CHICAGO.

MENTION THE BEARINGS

## ...Superior Chain Lubricator

FOR BICYCLE CHAINS

Will not Gum or catch Dust.

Guaranteed to wear longer than any other Chain Lubricator on the market.

Dealers, write for prices and electros for your catalog.



AVERY PLANTER CO.,

MENTION THE BEARINGS

KANSAS CITY, MO.



# THE BEARINGS

Vol VIII  
No 25

THE CYCLING AUTHORITY OF AMERICA



CHICAGO, JAN. 19, 1894.

## SANGER LOSING FLESH.

**The Milwaukeean is in Good Health and is Preparing for Next Year—His Opinion of Horse-Paced Records.**

MILWAUKEE, WIS., Jan. 18.—Last fall when Walter C. Sanger retired from the track it was general gossip that during the winter he would become too heavy to be able to get into riding condition next season. Reports were circulated that Sanger would not be seen on the track again on account of over weight. All those who placed faith in the rumors will be greatly surprised to hear that Sanger has not gained in weight, but on the contrary has decreased. Some will say that this is due to his recent sickness at Waukesha, caused by a fall, but this is not the case. While it is true that his condition for a time was serious, he was not sick long enough to be affected in weight. Sanger was seen at his father's store yesterday, and in answer as to his weight said: "I weigh just 198 pounds, four pounds less than I did last summer when I was training. All this talk about my gaining flesh rapidly is all bosh. I do not think that I gain any more than the average person. I have never added more than four pounds a winter. It may be a little harder to reduce me in weight, but I won't be too heavy to ride, by any means."

"Will you be on the track next season?"

"Of course I will. I have not made any plans, however. As to what class I will ride in I have not decided. I will see what rules they make at the National Assembly next month. However, I suppose I'll ride with the rest of them—in Class B."

"Will Culver train you next season?"

"No. He will be in the employ of some house to train a team that will be sent out by the house. I have thought of several trainers, but have not decided on any."

"What wheel will you ride?"

"I haven't decided. As soon as the roads open up I will begin to do road work. After that I will begin active training. I will ride under the colors of the Springfield Bicycle Club. It won't be any local club, you can just bet on that."

"What is your opinion of the horse-paced records?"

"I don't take much stock in them. Of course the records are straight, but it is only a question of how many riders can equal them."

Sanger is devoting much of his time to skating, and has entirely recovered from his accident at Waukesha. He will not go to the 'Frisco Midwinter Fair.

As the meeting of the officers of the Wisconsin division, L. A. W., draws on, new candidates are coming to the front for the next state meet. Up to last week Ripon was the only town that made a bid for the meet. Madison cyclists now intend to make an effort to get the plum. Preliminary steps have been taken to construct a half-mile track at that place. Waukesha also is after the meet.

The Wisconsin delegation to the National Assembly will stand solid for the re-election of President Burdett and the maintenance of *Good Roads*. The members of the delegation are M. J. Rotier and W. L. Simonds, of this city, and Vice Consul Baldwin, of Kenosha.

Secretary Martin Rotier, of the Wisconsin division, acting upon the instructions of Vice-Consul Baldwin, has appointed H. P. Andrae, Louis Pierron, and Joseph Wellstein a committee to examine the books of the officers of '93. The officers and the committee will meet tonight and go over the books, which are in good condition.

Another meeting of delegates to the A. C. C. will be held tomorrow night, when H. P. Andrae, representing the Milwaukee Wheelmen, will submit a minority report on a constitution. It favors that the association shall sanction all race meets, but that the events be held by individual clubs. The report will probably be refused and the Wheelmen will withdraw from the association.

An overheated furnace caused a fire in the supply store of the J. Andrae Cycle Works, 217 West Water street, on Saturday night. The loss will be \$500, covered by insurance.

Through the efforts of F. B. Wakefield, of the Chicago C. C., Andrew Washington, a bicycle thief, was sent to prison for ten years last week. Washington was sent up under the habitual criminal act.

## TO KILL FATHER TIME.

**Bostonians Scheming How to Get Rid of the Old Man—What the Hubites are Doing.**

BOSTON, MASS., Jan. 13.—The new year has opened auspiciously for wheeling here in Boston, and it looks as if it was going to be a very good year. Everybody who could spare the money and the time skipped over to New York this last week to see the show, and everybody has brought back very glowing accounts of it and all they saw there.

By the way, there is a curious result of the recent six-day race which may kill other such efforts. With few exceptions the papers have jumped on it as a barbarous exhibition of torture and senseless endurance. It is about time they turned their attention from football to this more barbarous and uncivilized spectacle of men with blistered feet and great sores on their legs spinning round and round a track for money.

There is much interest in the coming meeting of the Associated Cycling Clubs of this city. The annual election of officers takes place then, and there is much comment on the possible incumbents. It is said on good authority that J. S. Dean, who is at present president of the association, will not again accept the position, in which there is more hard work than anything else. Not to insinuate that Mr. Dean has shirked the work, or anything of the kind; he has not; but he feels that he has done his duty by the association and wishes now to retire and give some one else a chance. Spencer T. Williams has been vice-president, and now will in all probability be promoted and serve as the president. He will make things hum, and will make an excellent man for the place. Henry Robinson, who is chairman of the division racing board, and has served the association as its secretary so very acceptably for the last year, is not a candidate for re-election. Either Fred McCausland or Albert Frothingham will secure this nice easy position. Fred McCausland is by far better fitted for it than Mr. Frothingham, and he will in all probability get the place.

There is a plan on foot to organize a club to be called the Paul Revere Club for the purpose of studying American revolutionary history. It is proposed to utilize the wheel as a means of transportation to famous spots of historic interest. The club will not number over a dozen and will be formed of only those who are really interested in the subject. Needless to say, the idea originated in the fertile brain of that indefatigable worker for such things, Ned McGlennen, of the Massachusetts Club, who planned and carried into brilliant execution the famous Paul Revere ride last April. If there is one thing that Ned is interested in it is ancient history. Next to the wheel, that is his favorite fad. He is getting all the material ready for a book on the fights at Concord and Lexington and will soon publish it. He has ready a lecture on the subject which will very soon be delivered at the Massachusetts Club, with pictures. And this club, which is now so soon to be formed, is the child of his brain. A part of the plan is that each month meetings will be held at which papers prepared by the members themselves will be read and discussed. If this scheme is successful a series of literary club rides will be run in the spring to such places as the homes of Longfellow, Emerson, and the Wayside Inn—all well known and easily reached places near Boston. Why not make the wheel a means of education as well as recreation? This is a wise and a good scheme and all honor is due to the man in whose brain it originated.

The mails are full of cards of invitation nowadays to balls and assemblies and fancy-dress parties and all that sort of thing. The bicycle clubs are gone mad on the subject. Another contingent are bowling. This fever has struck the cyclers with terrible force and all the alleys in the vicinity are full continually.

Vice-Consul D. E. Miller has been again elected to preside over the affairs of the Springfield Bicycle Club for another year.

The Waban Cycle Club, of West Medford, is holding a series of practical talks on interesting and timely topics, which are a great success.

"No, it is not 'Pop' Worden," said that well-known individual to a BEARINGS man; "I do not like that name," and the ex-racing man looked relieved when told that he could not be blamed for kicking in his old age. Mr. Worden's name is G. Minturn Worden, and as such he desires to be known in the future.



## MEINTJES' WELCOME HOME.

**How the White African's Countrymen Received Him—He is Wined and Dined and Regarded as a World-Beater.**

THE BEARINGS has received the following interesting letter from T. E. Parkes, a prominent cyclist of Johannesburg, South Africa, dated December 10, giving full details of Meintjes' reception upon his arrival home:

"Meintjes landed at Cape Town on the 24th of last month and was met at the docks by the City Cycling Club and representatives from all the sporting clubs of the western province. The following day he was entertained at a dinner at Poole's Hotel, Hon. C. J. Hofmeyer, member of the legislative council, taking the chair. After the dinner Meintjes left for Johannesburg, where he was met by a committee from the Wanderers' Amateur Cycling Club and about thirty of his friends. As the Cape mail train pulled in to the Elandsfontein station three hearty cheers were given for South Africa's champion and made modest Meintjes try to dodge his friends; but they caught him, and elevating him on their shoulders they carried him around the station, drinking to his health as only Johannesburgers can. As the Cape train arrived here at 6 a. m., Meintjes was kept at Elandsfontein until 9 o'clock and then taken up town by a special train. At the park station he was met by an enthusiastic crowd and taken to Market Square, where he was presented with an address of welcome. The crowd then left, as it was raining, and Meintjes and his personal friends adjourned to a hotel where his health was drank in bumpers of champagne. Terrific thunderstorms completely spoiled the reception. A couple of hours afterward Meintjes disappeared from camp and was not seen again for several days, only two of us knowing that he had gone to see his fiancée, who lives several miles out of town.

"On Saturday, December 2, the long-distance champion was tendered a banquet by his club. Of course the white African had to tell of his experience abroad, and he spoke very feelingly of the kind treatment he received in America, which, he said, was the finest country he had ever seen. He also spoke at some length about Zimmerman, who, he thought, was the greatest racing man in the world. He told us of the admirable way things were run in America. Zimmerman's name was received with cheers, and one could hear 'good old Jimmy' from all sides—in fact the world's champion seemed to be almost better known here than Meintjes himself, and we would all go a thousand miles to see him ride. There were about 200 of the representative sportsmen from all parts of South Africa present.

"Meintjes will not race again until about the end of February, when he will compete in the W. A. C. C.'s twenty-five mile race for a 100-guinea trophy. He has ridden twice for this before, but has been beaten both times by W. Newby Fraser, vice-captain of the club, a splendid long-distance man. Although asked to ride for other organizations, Meintjes, like a true sportsman, has refused all offers. It is likely that he will settle down at Port Elizabeth.

"THE BEARINGS is so popular here that often I do not get a chance to read my copy of it for days after the arrival of the European mail. The issue containing the account of the international races I did not get a chance to read for three weeks after it arrived. I think every racing man who saw that paper—and they all did—said to me that they would have enjoyed seeing Jimmy on his old star as much as to have seen him in the international mile."

### Wheeler Beaten by Medinger.

Foreign advices state that Harry Wheeler rode in his first foreign run on January 4, at the winter track, Paris. The event was a thirty-kilometer scratch race and thirteen of the French cracks rode. There were numerous sprints and in the final spurt Medinger beat Wheeler by inches. Kuhling was third. The time was not given, but is said to have been fast. Pace-makers were allowed.

### Bliss Will not Become a Canadian.

The stories floating around that J. P. Bliss had closed a contract with the Gould Bicycle Co., of Toronto, and that he would take up his residence in Canada is denied by the little flyer, who says America is good enough for him.

## CLEVELAND CLUB AFFAIRS.

CLEVELAND, OHIO, Jan. 15.—The annual meeting of the Cleveland Wheel Club occurred last week and the following officers were elected to occupy their respective positions until February 6, at which time the officers of the new organization, the Cleveland Wheel Club Co., will be elected: President, B. J. Hamm; first vice-president, H. A. Sikly; second vice-president, Wilson G. Smith; third vice-president, F. F. Andrews. The former secretary and treasurer, Ed. Hamm and C. G. Merrills, were re-elected. The new captain is Robert Lindmueller. Two vacancies in the board of directors were filled by George Collister and W. F. Sayle.

The stockholders of the Cleveland Wheel Club Co. met for the first time last week and adopted a constitution and by-laws. A committee consisting of H. A. Sikly, W. H. Chubb, W. F. Sayle, Chas. Schleman, and Al Hoffman were elected to take charge of the affairs of the newly incorporated body until Tuesday, February 6, at which time the election of officers will take place.

Mr. Wm. F. Bicknell, president of the Porkopolis Club, of Cincinnati, is a recent addition to the ranks of the C. W. C. Mr. Bicknell is now engaged in business in this city.

The C. W. C. give another of their popular dancing parties on Thursday evening of the present week.

The L. A. W. representatives from this city who attended the state board meeting in Cincinnati are loud in their praises of the treatment accorded them by the wheelmen of Porkopolis and will do all in their power to make the state meet of '94, which is booked for that city (probably upon July 4), a grand success. In their report special mention was made of the untiring efforts of Messrs. J. E. Poorman, David Spritz, Gage Hook, and others to make their visit to Cincinnati a most pleasant one. Success to Cincinnati and her meet of '94!

C. A. Merrifield, the Boston cycle thief and hotel swindler, of whose exploits in this city mention was made some time ago, will do a year in the "pen."

The C. W. C. pool tourney is nearing a finish with McClusky and Lindmueller struggling for a lead for first place. Entries for the billiard tournament close January 20.

John S. Johnson is booked for a skating contest in this city with Champion Rudd the latter part of this week. He will be entertained at the C. W. C. house on Saturday evening, the 20th. The Lakeside

Club will also entertain Johnson during his stay in Cleveland. The match between W. H. Laidley, of the C. W. C., and E. C. Johnson, of the Lakesides, will come off at the same time.

The Lakeside Cycling Club Co. held their annual meeting of stockholders last week and elected the following board of directors: H. P. Shupe, J. H. Ammon, Fred Jenny, Don L. Robinson, A. E. Stiles, W. W. Pellett, A. H. Cowdry, W. H. McKerrell, and Burt Munhall. Owing to the absence of one of the directors it was decided to postpone the election of officers for a few days. Mr. Shupe, it is said, has almost a sure thing on the presidency, and Harry Ammon and Fred Jenny will be chosen secretary and treasurer, respectively. These last-named officers, under a contemplated change in the club constitution, will be made salaried ones.

The C. W. C. are having a small-sized boom in applications for membership just at present, and for the following reason: If an applicant is voted into the C. W. C. before it goes out of existence (February 6) and the new club—the C. W. C. Co.—takes hold, his initiation is \$5; and if he is in good standing at the time of the change he becomes the owner of two shares of stock, par value \$10. The initiation into the new organization will be \$7 (this includes initiation and dues to the L. A. W.), and the member gets but one share of stock. Applicants don't have to figure long to sum up just what they are ahead by coming in now; hence the hustle.

### Murphy Still Looking for Reinstatement.

C. M. Murphy has applied for reinstatement in the League, and will push his case now to a favorable decision. Murphy has taken the proper course since he was "fired" from the ranks, has refused at all times to run for money, and has said all the time that he would one day get back into the amateur ranks.



CIRCUMSTANCES ALTER CASES.

The girl of the period, seeing the rational costume for the first time: "Oh, how shockingly immodest!"  
Same girl at the seashore: "Oh, isn't this delightful!"



## WHEELER IN FRANCE.

**The American Returns from Italy and Will See a Little of Paris before He Begins Training.**

PARIS, Jan. 3.—The new year brought back to our city Harry Wheeler and his temporary mentor, Mr. Bowden, of the Raleigh company. These two gentlemen arrived in Paris on December 31 from Italy, where they had been visiting Florence, Milan, and Turin, and enjoying the fine weather prevailing there, as a decided contrast to our own cold and foggy atmosphere. The champion appears in very good health and spirits, and intends to see a little of Parisian life before he begins training for next season. He was an interested onlooker at the 100-kilometer race on the winter track Sunday afternoon, but seems to have been rather spoiled by his easy victories in America last season, as the idea of men running such a hard race as the one he witnessed, for the paltry sum of \$80 (first prize), seemed to him preposterous, when he could win \$200 in mile races last summer any time he liked. The indoor track, he thought, was very dangerous and the numerous falls on that day fully confirmed his opinion. He began a little practice riding on the road, acting as a pacemaker in a match between two noted sportsmen, Messrs. Lamberjack and Lebaudy, on January 1.

Wheeler, while in Italy, entered his name for the national championship of Italy, which is to be run in June next. As none but riders registering six months before the championship can compete, and only Wheeler and Barden, besides the Italian riders, had entered before the lists closed, it looks as if it were to be a fight between the two, Barden having beaten the Italians as often as he wanted and Wheeler being probably quite able to hold his own against the Englishman. Barden has done but little practice so far, a nasty fall on the indoor track causing him to discard it altogether, and no other track being available for the present.

A. V. Linton, 100-mile champion of England, arrived in Paris before Christmas and was one of the features of the twenty-four-hour race organized on the winter track on December 24 and 25. He started in the race, but owing to a lack of form, due to his having stopped training since November, he left on the fifth hour and quietly retired to his bed, coming back the next day, when he paced the men for six consecutive hours. He has since made himself very popular by pacing our men on various occasions and will surely not lack for help or sympathy in his coming matches against J. Dubois and L. Dubois.

The twenty-four hour race run on Christmas Eve and Christmas Day was a great event for several reasons. It was the first twenty-four hour race run in France on an indoor track; it brought out a new man and that man broke Shorland's record by two miles. It looked at first a risky undertaking for a track owner to promote such a race on a day when the public are supposed to have something better to do than go to bicycle races. But it was found that about 15,000 people had passed through the gates to see the finish, so it would seem that Mr. Marchand has probably a better knowledge of human nature than the majority of the knowing ones. The winner, L. Williams, had never been known as a long-distance man before his remarkable performance in this race. He was distinctly a fast man, as his record of 1:28:00 for the fifty kilometers on the road last season went to prove. He had started in the 12-hour race on December 17, but owing to his being not properly cared for had to leave at an early stage of the race. His feeding and racing arrangements in the 24-hour race were much better, and he took full advantage of them, winning after a hard struggle against Huret, another promising youngster, who was then riding his first serious race, and came within four miles of Shorland's record.

Williams beat Shorland's figures from the fourteenth hour up and had beaten the record in 23:52:00, being then much used up by the exertion and feeling very weak, his trainers having given him too much wine and kola. Huret finished very strong and seemed quite able to ride a longer distance if necessary. Both these men will try for the twelve and twenty-four hour records next season. Williams' record will not be accepted as it was made on an indoor track. He is the second man to ride a longer distance than Shorland in 24 hours, Lesna having beaten the record by about eight miles last season. This was not allowed on account of faulty checking. We may be more lucky some other time.

The 100-kilometer race run last Sunday was a very interesting event, the winner coming within 12 minutes of the record. Sixteen men started, including Fossier, Lamberjack, L. Dubois, Merland, Arland, Kuhling, and Meline. The pace was very hot from the start, pacemakers being allowed, and over thirty-six kilometers were covered in the first hour. L. Dubois, Lamberjack, Meline, and Arland fell on the fifteenth kilometer, and retired except Arland, who had escaped unhurt. The fifty kilometer went in 1:23:33, within 6 minutes of the record. Fossier, who had been leading, fell back tired out, and leaving the first place to Kuhling. Merland, splendidly paced by Williams, taking second place; Arland third. Seventy kilometers were ridden a few seconds before the 2 hours, Fossier coming up refreshed by a long rest and taking third place from Arland. An exciting struggle for first place was run between Merland and Kuhling, Merland having gained a half lap while his rival changed machines, but Kuhling came back strongly and won by a lap in 2:53:57. Fossier was third and Arland fourth.

An unfortunate accident happened in the second hour, when Jules Dubois, who was pacing Kuhling, ran into a press man who was running across the track, injuring himself so that he may be unfit to ride for his intended match against Linton on the fourteenth of this month. Kuhling again proved in this race his real superiority on the distance, and rode with splendid judgment and tenacity.

A. G. Roux.

## Woodward Wins the Austral.

The final heat of the great Austral Wheel Race was run at Melbourne, Australia, December 9, and was won by G. Woodward, a dark horse, from the 270-yard mark. This is the famous race that was twice won by poor Harry Lambton. The Australians remark that it was a sad coincidence that the Austral hero died just the day before the heats of the great race were run. This year's event was quite exciting, the feature being James Busst's remarkable sprint. The back-mark men had been riding hard and were gaining on the leaders; half a lap from home Busst made a jump and commenced to cut down the gap between the two bunches. The others seemed to stand still. But he started too late. In the meantime Woodward and Bucknall were fighting for first place, but the former had something up his sleeve and won by a foot. The race, which is a two-mile handicap, resulted: G. Woodward, 270 yards, first; S. Bucknall, 360 yards, second; A. Loveland, 300 yards, third. Time, 5:03 2-5. The winner received \$1,000, the second man, \$200, and the third \$50.

## N. C. A. Men to go to France.

One of the cash prize league boys was asked what he would do this winter and replied, "Eat snowballs." But all will not do so, for a number have a scheme on now to go to France and engage in the races which the associations there promise to make interesting for them. "The first dozen to go will catch the dough," said one of the N. C. A. men last week at Madison Square Garden, "and I am greatly tempted to be one of those who go for the stuff." Newhouse is among those who contemplate going, and he is satisfied there will be little money in professionalism in this country the present year. The men who competed in the races at Madison Square Garden have been notified by Secretary Egan that they will be suspended for at least a year, and this threat will drive many of them across the pond. The life of a professional racing man, all say, is a very agreeable one, and they want to keep it up as long as the game is worth the hunting. Newhouse made \$300 the week of the six-day race, and considers that better than working day in and day out for a comparatively small salary. There is little probability that the cash prize league will be so foolish as to suspend a lot of riders that have under its management built up a good reputation. All the boys seen at the Garden the past week declare the N. C. A. treated them just right the entire season; that their money was forthcoming exactly as promised, and that was as much as they could ask.

## Linton Defeats Dubois, the Frenchman.

PARIS, Jan. 14.—The 100-mile race between A. V. Linton, the British 100-mile champion, and the French champion Dubois, was run off today. Seventeen thousand and five hundred persons were present. Both of the contestants wore national colors. Linton led after twenty miles, but when he increased his lead to a lap, owing to Dubois falling, the crowd hooted him. Linton finally won by over a lap. Harry Wheeler paced Linton.

## Bay City Wheelmen in Difficulty.

SAN FRANCISCO, CAL., Jan. 12.—The Bay City Wheelmen, the oldest and most powerful wheelmen's club on the coast, are feeling the financial pinch. An attachment was levied last Monday by Joseph E. Shain, to whom a note had been assigned for collection by the defunct San Francisco Bicycle Club. Though the money was not raised, the matter has been settled on terms satisfactory to all concerned. When the San Francisco Bicycle Club disbanded, the Bay City Wheelmen bought all of its hand-some furniture, giving a note in payment therefor; this, with other indebtedness incurred in the construction of their splendid cement track, caused the attachment to be levied. The amount was in the neighborhood of \$150. The club officials say that every debt will be wiped out by the middle of the year. The club has a paying membership of over 150.

## Will be an Enjoyable Outing.

It takes the Kentucky division officers to devise means to entertain the members. Last year a well-conducted tour to the state meet was enjoyed, but this year the wheelmen will be given a treat indeed. Chief Consul E. H. Croninger, J. W. Clendening, O. W. Lawson, and T. C. Walden have made arrangements for an enjoyable outing on the water. They have chartered a steamer, and will organize a party to go to the state meet at Owensboro, Ky. The party will start a week before the meet opens, and spend six days on the beautiful Ohio River. The steamer leaves Cincinnati Tuesday evening, June 12, arriving at Louisville the next morning. The day will be spent in exploring the city, and in the afternoon the party will take in a race meet. Evansville will furnish the same attractions on Thursday. The next two days will be spent at Owensboro, and the steamer will return to Cincinnati on Monday. The round trip will cost but \$15, and includes meals and berth during the entire outing.

## Auditing Committee Meets.

W. W. Watts and A. A. Billingsley, who form the committee appointed by President Burdett to audit the accounts of Treasurer Brewster, met in Chicago last Monday and went over the books, finding them correct. At the same time A. C. Willison and J. Fred Adams audited the accounts of Dr. G. Carleton Brown and Abbott Bassett.

M. E. Glynn, of Sarnia, Ont., has ridden twenty-one centuries the past season, winning the medal offered by the Century Road Club of Canada.



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GEO. K. BARRETT, EDITOR.

## AN APOLOGY.

It is not often that we have to make an apology for anything that is printed in our paper, but the best of us are liable to make mistakes when rushed, as we were with our Christmas issue. Through an editorial oversight there crept into our columns a somewhat sacrilegious story in "Reminiscences by Old Professionals," which would have been consigned to the w. p. b. had it been seen in time. We realize that it was off-color, and we now apologize to our readers for printing it, and promise that such a thing shall not occur again.

We will also exercise a censorship over all advertisements, and hereafter no objectionable pictures will be allowed in our advertising columns.

## NEXT SEASON'S RACING.

Horse racing is said to be the sport of the kings. It may suit crowned heads, but it is entirely too tame for the people, and they are the ones to whom the cyclists are catering. The past year's success has given this branch of our sport a tremendous boost up the ladder of popularity, and it only needs one or more vigorous and concerted shoves on the part of the wheelmen to land it at the top, where it belongs. There remains but one thing to add the finishing touch—that is Class B. If the delegates to the National Assembly are wise, they will pass the recommendation of the Racing Board and establish the classes. With this powerful aid we will see more and better racing. Speed merchants will not have to hawk their wares behind the mask of shamateurism, and can come out openly and ride for the manufacturers. There will also be considerable rivalry among the makers themselves, and we will see six or seven strong teams in the field, each striving to outdo the other. Already several of the leading manufacturers are anticipating the passage of Class B, and are organizing teams.

According to a statement recently made by Chairman Raymond, more sanctions have already been applied for this year than there were between January and April last year. This certainly points to extensive preparations being made by the clubs for a grand carnival of racing. Then there are many new tracks now under construction. Reports are coming in daily from all parts of the country giving the details of the new courses, and THE BEARINGS is constantly being asked to furnish plans and specifications for three and four lap tracks.

We "feel it in our bones," as the old women say, that 1894 will be the banner year of cycle racing. Hurrah for Class B.

## OUR NEXT PRESIDENT.

Who will it be, Luscomb or Sheridan? This is a question that is being asked through the country and already the wire pullers are preparing to make a vigorous fight for the presidency of the League for their respective candidates. It is the east against the west, with Fortune casting a few more

smiles on the latter than she does on the former. The fight this year promises to be one of the most exciting in the history of the great organization and it is to be hoped that the best man will win. League politics are becoming interesting and more and more like national elections. We hear of one division announcing its preferences just like the various states do; and the next thing we know we will have a full-fledged campaign fund, with the successful candidate promising fat offices to his faithful followers. Through disinterested eyes it would appear that the western candidate, Thomas F. Sheridan, should be awarded the plum. He has served faithfully as first vice-president of the L. A. W. and there has been no cause for complaint as to the way in which he filled the office; he is a rider and not one of the "has beens;" he has thousands of friends, besides having time to devote to the duties of the office. The western wheelmen feel that it is about time for the presidency to come their way and will leave no stone unturned to put Mr. Sheridan on the throne. Mr. Luscomb has been honored with one term and that should satisfy him. He should be content now to see others get a little of the glory—if there is any. But he is in the hands of his friends and they are just as determined as those in the west to carry on a successful campaign. The east is all-powerful in some things, but we think that this time she will find western push and energy too much for her.

We cast our vote for Thomas F. Sheridan.

## STRAY SHOTS.

### Zim Will Open a Training School.

Zimmerman and Troy, who once trained the champion, have for some time been arranging to open training quarters for budding amateurs at Jimmy's home in Freehold and have now completed their preparations. There is a half-mile track there and near it a house which will be utilized as a boarding-house. The idea was suggested by the great number of letters which Zim received asking for the location of his training quarters for the coming spring. There were over a hundred of these, and arrangements will be made to take care of fully that number at the farm, as it will be called. Troy went to Freehold last week to close arrangements.

### Pennington's New Schemes.

Pennington, of air-ship fame, has a new idea and is developing it. He believes that he can put a screw on the front of a bicycle and by its revolutions create a vacuum in the air into which the rider will plunge and be sucked into the space, thus relieving the wheel of the air resistance and making a speed of many more miles an hour possible. The screw in front is similar to the screw on the front of the air-ship which he ran at the exposition building in Chicago several years ago. The principle is the same, but the revolving wheel will be run by gasoline in this instance and will cost but very little to keep up. The storage for this material will be under the seat. And this man is actually crazy on the subject and ready to give it a trial one of these days.

### How Nellie Goes Cycling.

It is not often that dogs can take long bicycle rides without inconvenience, particularly on these cold winter days. A suburban youth named Sherborne Kennedy is very fond of his dog Nellie, and has devised a plan to carry her around with him on his "runs." Nellie is a frisky little animal, but not able to keep up with her master's safety for any distance. She made so much fuss when left at home that he resolved to take her with him. So he took a wooden box just large enough to make comfortable quarters, and put a pane of glass in the front and a door in the other end. A bit of Brussels carpet made it look like a parlor and protected Nellie against splinters. This kennel is held firmly on the handle by ropes fastened to the footrests.

In order that the dog might not freeze a cigar box is placed beneath the front of the kennel, and in it is a candle whose flame is protected by a tin tube. This keeps Nellie comfortable and she enjoys looking out of the window as the bicycle goes whirling along the road. The whole thing only weighs eight pounds. The dog is ever ready for a ride, and as soon as the wheel is rolled out she leaps up on the seat and enters her traveling apartments with a crisp bark of joy.—Philadelphia Press.

### 'Tis a Good Scheme.

The road between Marseilles and Genoa is much patronized by cyclists and this has given an enterprising dealer of the former city an idea which he has put into practical use. He has established relays along the road and the tourist who proposes to make the trip can buy a ticket of him which will be good for meals, lodging, storage, and exchange of wheels at the different stopping places. For \$1.60 per day one can enjoy all these luxuries, including the wheel.

### Interesting Statistics.

The Pope calendar says: "It is estimated that one out of every 180 inhabitants of the United States owns or rides a bicycle." Figuring on a basis of about 65,000,000 people, this estimate places the number of bicycles in use in this country at about 361,111. Supposing that each bicycle is worth \$100 (and that is about an average), these statistics show that \$36,111,100 is invested in bicycles in this country. The bicycle industry isn't such an infant after all.



### Sid Black Inventing New Tricks.

Sid Black will appear at all the principal meets of the coming season. He has already booked a number of dates, and will be managed by F. Ed Spooner, who can be addressed at THE BEARINGS' office. Black is the leader among the safety riders of the present day. He delighted large throngs all over the country last year, and at the Philadelphia show astounded the crowds with his daring exhibitions. During the winter he has been busy "inventing," as he terms it, a variety of new tricks. Many of these were shown at the New York show, and all were original. Black's riding bears the stamp of variety, and his exhibitions are never tiring. It is not generally known that this tricky rider was the man who, in the days of the ordinary, worked his way over the Pacific to Japan on his way around the world on a wager, which stipulated that he was to earn his way entirely by trick riding. He was successful as far as he went, but turned back because of trouble in China. At Portland he entered the employ of Fred T. Merrill, and leaving him worked his way as far as Cleveland giving exhibitions, and it was here that H. A. Lozier became interested in the lad and put him to work in his retail store. Later he was put on the road for the firm, and has met with such success that he was the only man in that company's employ the past season who received a raise in salary.

### Tom Eck's Real Age.

Tom Eck is fifty-three years of age, according to responsible rumors. An old friend of the great trainer was in New York and attended the banquet given by Schock and gave the entire snap away. There was a great crowd at this banquet and all, at one time or another, guessed at the age of Eck. All were different. Some had it as low as twenty-nine years and others as high as forty, but none higher. A Canadian named Harding was a boy with Eck and gave the snap away before he was aware of the deception which Eck had been carrying out for the last score of years.

### Ho for Sunny France.

Martin, the "pro," has already sailed across the herring pond, and others are making preparations to join him in France as soon as word is received confirming the report that a six-day race is to be held. Ashinger and others were training all the time of the show in the Garden basement, and are now in condition for a long race. Waller is thinking of going, and will be able to take to his wheel again in a few days. Nothing will induce Schock to ride again, and he will go into the restaurant business as soon as his present theatrical engagement is over.

### Johnson and Eck to Part Company.

It was reported in New York this week that Tom Eck and J. S. Johnson would separate at the close of the skating season, and that Johnson would enter the employ of E. C. Stearns & Co. as salesman. The cause assigned is said to be certain acts of Eck's that look rather shady. It was long ago said that Johnson could stay with the Stearns people if he would only give up Eck.

### Rhodes Will Race Again.

W. A. Rhodes has gone to work for Bigelow & Dowse, of Boston, and will, after a short season on the road, go into training for the coming racing season. Rhodes had concluded to give up racing altogether, but, like Willie Windle, was induced to change his mind. If Rhodes does race and does as he says, he will be a team by himself. This man can not travel with a large team and do himself justice.

### Culver Will Train Sanger.

Culver will train Sanger this season, in spite of reports to the contrary, but neither the Milwaukeean nor Zimmerman will go abroad. The latter has altogether too much business to attend to in Freehold, N. J.

### Ferris Wants Spooner's Record.

Ferris, the Utica rider who rode 350 miles in a successful attempt to lower the New York state record last season, is anxious to take a crack at the American record of 375 miles held by Spooner. Another time he will train for the ride and with his former experience should meet with success.

### Windle Will not Race this Year.

Harry Tyler says that he really thinks Windle will refrain from racing this year, as he is anxious to settle down to business. Tyler himself will race and will spend the winter in Denver, going south in the early spring to train.

The tax assessors of the town of Stonington, R. I., decided recently to levy a tax on bicycles. The value of each wheel was assessed at \$75, but the board of relief has reduced the valuation to \$50. The wheelmen of Stonington must ride cheap wheels.

An exchange says that E. E. Starr, a jeweler of Bowling Green, Ohio, has invented a very simple water motor that is quite a novelty. He uses an old bicycle wheel, axle, and hub, with ball bearing, for a water-wheel. On the outer edge of the wheel he has little cups attached on which a stream of water is thrown from a water hydrant. It is incased in a galvanized iron concern to keep the water from splashing around. It has considerable power, and is used in running lathes, etc.

### "SINCE KATIE RIDES A WHEEL."

The popularity of "After the Ball" has made Charles K. Harris, its author, famous. The fact that it was written especially for a bicycle club's minstrel show made it popular with the wheelmen. Then when "Daisy Bell" crossed the water and set the good people in this country "half crazy," there went up a great cry for a cycling song. Mr. Harris set his brains and fingers to work, and his latest production, "Since Katie Rides a Wheel," was turned out to meet the demand. The words might be improved upon, but the air is very catchy, especially the chorus. Part of the music has a strain or so of "After the Ball" running through it. If this song doesn't catch on it will be a wonder.

THE BEARINGS wrote to Mr. Harris last week for permission to print the words of the song and received the following reply: "I take great pleasure in mailing you a copy of the song; I also give you the privilege of publishing the words in your paper. I have received several offers from different bicycle papers in regard to same, but I have refused them all." The words of the song are as follows:

*My heart is broken entirely,  
I have no pleasure nowadays.  
My life was peaceful and happy,  
Bright as the sun's cheery rays.  
Now there is much endless trouble,  
O'er my heart sadness will steal.  
My days I feel they are numbered  
Since my daughter Kate rides a wheel.*

**CHORUS** *Katie rides in the morning,  
Out on the walk and the street;  
Katie rides at her nooning hour,  
Through all the dust and the heat;  
Katie rides in the evening,  
When twilight shadows steal.  
Katie my heart is breaking  
Whenever she rides that wheel.*

*I said look out for the street cars,  
Some day beneath them she'd fall;  
I told her to ride in the country;  
She doesn't mind me at all.  
There down the street she goes spinning,  
Vainly to her I appeal;  
I feel that I'm going crazy,  
Since my daughter Kate rides a wheel.*

*Katie would take to her studies,  
Study away like a Turk;  
Oft times would help her poor mother,  
Lighten the burden of work.  
Now there's a change all so different:  
My life is ending, I feel;  
Our home is turned topsy-turvy,  
Since my daughter Kate rides a wheel.*

### "Nibs'" Wise Comments.

A prominent racing man of my section has some curious and novel ideas that he would like to see in operation, among which is an electric pacemaker. His idea is to have a wire stretched around the track on the inside, a few feet from the path, and say two feet from the earth, on which a motor can be run somewhat as the cash carriers are run in stores. By regulating the current any pace may be obtained. "The records are bound to go with a thing of this kind, and it may add greatly to the success of racing by using it in training," says my friend.

"Chert" is a paving material made of rotten-stone, which, under the action of traffic and the weather, forms a fine surface and has the advantage of not being dusty in dry weather, besides wearing well. The writer is of the opinion that it would be an excellent track material. It is obtained in northern Georgia.

There are at least two things that we can be thankful for in '94—the extra tall rider can get a frame to fit him and the postage stamps have resumed their normal lickable size.

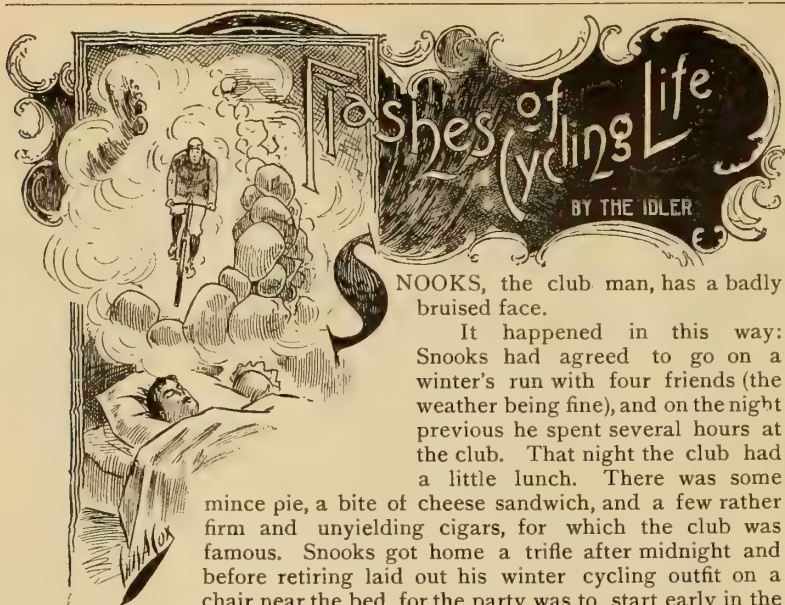
The average cyclist doesn't appreciate the saying that a horseshoe brings good luck; it generally brings a punctured tire to him. Let the good work of hanging them (the horseshoe) over the doors go on. They are better there than in the street.

"NIBS."

Albert Schock was "played for a sucker" in the six-day race, the Garden company assessing him \$500 for training expenses and Jack Prince charging him \$100 for rent of the wheel he rode. Waller, the second man, cleared over \$1,000—\$800 prize money and the balance for riding a certain wheel. Schock received \$200 from the Dunlop company, and Waller nothing from the company whose tire he rode.

A foreigner has used his thinkpan to advantage, and has invented a contrivance whereby a novice may learn to ride without an instructor. The apparatus consists of a collar screwed to the front forks furnished with two rods. At the end of each rod is a four-inch wheel. These wheels are about six inches from the ground, so that if the beginner falls, one of the wheels will touch the ground and right the machine at once.





NOOKS, the club man, has a badly bruised face.

It happened in this way: Snooks had agreed to go on a winter's run with four friends (the weather being fine), and on the night previous he spent several hours at the club. That night the club had a little lunch. There was some

mince pie, a bite of cheese sandwich, and a few rather firm and unyielding cigars, for which the club was famous. Snooks got home a trifle after midnight and before retiring laid out his winter cycling outfit on a chair near the bed, for the party was to start early in the

morning.

The gray dawn was just beginning to lighten the sky in the east when the rattle of a milkman's wagon in the street awakened the club man.

The air in the room was chilly and Snooks hustled himself into his clothes quickly. His wife had prepared for him a warm breakfast, which he ate with an appetite, and jumping on his well oiled wheel he sped away for the club. There he met his friends and the party was soon on its way into the country.

After leaving the city the pacemakers took a route over which Snooks had never traveled and it seemed to him that the country was more desolate in appearance than the usual winter scenery through which he was accustomed to pass. His fellow cyclists seemed rather unsociable too, and on the whole our friend did not relish the run at all.

"If there is not a hoodoo in this run," said Snooks to himself as he pounded away for dear life, "I am very much in the dark."

At last the route took them into a hilly country full of big boulders; the roadway was surrounded with gaunt, bleak trees. The day overhead was wild and the wind that groaned through the bare branches drove great clouds before it on the gray sky.

"I wish to heaven I had never come on this beastly run," muttered Snooks as the man behind urged him to hurry on.

The party now began to descend an unusually long hill. All coasted, Snooks included. When about half-way down the road took a turn. Straight ahead was a huge heap of boulders piled up on the side of a great ravine. Beyond, a depth with apparently no bottom. As Snooks neared the turn he tried to twist his handle-bars but his arms were powerless. The machine dashed on. It was making straight for the boulders with the empty space behind them. Snooks roared to his friends, he says, but they laughed at him as they turned the corner and left him to his fate.

His front wheel struck the boulders but so fierce was the pace that he was hurled headforemost over them and dropped into the gulf below.

"For heaven's sake, what's the matter with you, Charley? You've been roaring here for an hour."

Snooks looked up. It was his wife. The sun was staring in the sky. It was 10 o'clock and he had overslept himself. He had missed his run with his friends but he had been taught a lesson he will never forget. Hereafter he will eat no midnight lunches at his club.

#### Perfection in the Bicycle.

"Has the limit of possible improvement in the safety been nearly reached?" asks a contemporary.

By no means.

There is no limit to the improvements that are desired both by the rider and the manufacturer. For instance, the rider wants a nickel-plate that will positively not rust.

He wants a pneumatic that will not puncture, or, if punctured, will mend in one minute without the rider dismounting.

He wants a ninety-pound strength with a nineteen-pound weight.

He wants dust-proof bearings.

He wants a machine with a "creak register" that will indicate exactly where the now inscrutable creak is made, so that he can get rid of it.

He wants any number of good things that do not pertain to the bicycle as it is now constructed.

As for the maker—well, there are a thousand and one improvements the maker would like that would relieve him from the woes he suffers at the hands of the beginner and of which it is not necessary to speak here. Our contemporary should vary his question. The answer to that which he asks is this: So long as human nature stands as it is today, the bicycle can never be perfect.

#### Another Kind of Wheel.

They were riding on the front seat of a grip-car. One was a fidgety man with a dirty collar and a ragged beard. The other was a showily

dressed young man with a good color in his face. As the grip came to the crossing a cyclist sped along, slipped on the track, and just escaped being run over. As he fell his rear wheel spun around with increased rapidity and flung a choice spatter of mud in the fidgety man's face.

"Confound your confounded fool soul," he cried out. "What air you trying to do?"

"What's the matter?" asked the young man of color.

"Matter!" roared the fidgety man. "Don't you see what's the matter. That idiot threw mud all over my face."

"He couldn't help it," explained the young man; "he slipped."

"Couldn't help it, eh? Con blast his fat head (wiping his face) what business has he got riding one of those fool things for, anyway?"

"Wants to get down town I suppose," replied the young man.

"Why in thunder doesn't he walk then," the fidgety man retorted. "If I was the manager of this town I'd fine every one of these galoots \$100 and costs every time I'd ketch one of them on the streets."

"Is that so?" softly queried the red young man. "You don't say so!"

"I do say so."

"Why," asked the young man, "don't you ride a wheel yourself?"

The fidgety man flared up, pulled at his whiskers violently, glared at the young man indignantly, and then said:

"Look here, young fellow, do I talk as if I rode one of those beastly wheels?"

"Well, I didn't know," the young man replied with a laugh; "you talk as if you had a wheel."

The fidgety man thought long and seriously about it but couldn't make out just what his interlocutor meant.

#### Strictly a Point of View.

"Say, Mistah Idlah," said Jim the bootblack as he was greasing my patent-leathers the other day, while I was being shaved; "say, wha-what's all dis heah talk 'bout 'scludin' 'de culled man f'om ridin' a biscle?"

"I don't know, Jim," I answered, "unless it is that the white gentlemen of the League of American Wheelmen are opposed to anything darker than a first-class Spaniard."

"Yo' doan say!" Jim exclaimed. "Now jes' lemme tell yo' one ting, Mistah Idlah, an' dat am not two tings. A culled pusson ken ride a biscle jes' 's good as any white man in dis heah town."



"That's not 'the point, Jim," I answered. "The objection they have against the colored folks is a social and not a sporting one."

"Is dat so?" said Jim, opening his eyes very wide. "Ef dat's so, Mistah Idlah, I'll jes' tell yo' one ting. Ef I wuz a culled cyclist I wouldn't 'sociate wid no hump-back, bow-legged crowd o' white skates, no how. Dat's de 'pinion o' dis heah, niggah; bet yo' life."

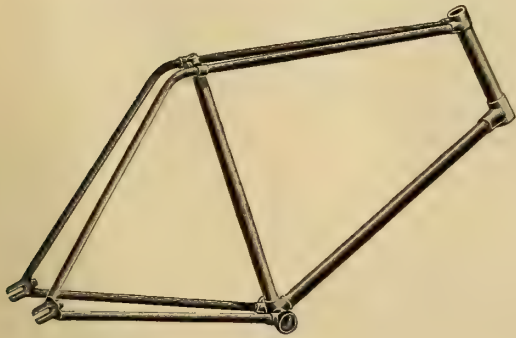
#### Miss Willard and Her Wheel.

It will certainly be of interest to all Chicagoans, and to all woman's Christian Temperance people the world over, to hear that our own Frances Willard has purchased a new bicycle over in England, and rides it around the country near Lady Henry Somerset's castle every fair day. Miss Willard is a missionary in more than one sense, for I have it on pretty good authority that she has persuaded Lady Henry herself to learn how to cycle, and that this notable and famous pair—one the finest woman in America, and the other the finest in England—are to be seen often pedaling away on short runs through her ladyship's estates. More power to your little foot, Frances! Keep it up, Lady Henry! Hoch!

A French paper says that the Raleigh company have tattooed upon Harry Wheeler's right leg, "I do not get on the bicycle with the left leg."



# The Columbia Bicycle Frame.



The character of a bicycle in looks, in weight, and in strength is determined by its frame and forks to a greater extent than by any other parts. Grace of outline and elegance of proportion are essentials at which we have always aimed, and the Columbia double diamond frame has in all its forms, not only met but has cultivated the popular taste as it has advanced. Its great rigidity for the given weight has made it conspicuous among all the frames in use today, and it has contributed its full share to the popularity of our wheels.

We introduce this year our own Columbia seamless tube, which has been established not only by our tests, but by those of the Government Testing Department, at Watertown, Mass., to be the strongest for its weight and the most uniform in gauge and tensile strength of any we have ever handled. We are therefore enabled to use lighter gauges than ever before, reinforcing with inner tubes when special strains must be provided for. For all brackets and joints we use steel drop forgings only, and in brazing only the most improved methods are employed,

Our catalogue is full of detailed information concerning the finest and most complete line of wheels ever offered. It is handsomely illustrated and interesting. Free at Columbia agencies, or mailed for two 2-cent stamps.



BOSTON.  
NEW YORK.

**POPE MFG. CO.**

CHICAGO.  
HARTFORD.

MENTION THE BEARINGS

## Pneumatic Tires

For **BICYCLES**  
And **CARRIAGES**

We manufacture a variety of high and medium grade single and inner tube tires for general sale.

Our tires are well constructed, thoroughly reliable, and without doubt are unequaled by any tires on the market for the price at which we offer them.

Correspondence solicited from manufacturers and large repairers.

**Hartford Rubber Works Co.**

HARTFORD, CONN.

MENTION THE BEARINGS

## The Hartford Safeties

FOR **1894**

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

**The Hartford Cycle Co.**

HARTFORD, CONN.

MENTION THE BEARINGS



**"As Good as The Fowler"**

**"As Good as The Fowler"**

**"AS GOOD AS THE FOWLER"**

That was the cry at the Cycle Show.

**"As Good as The Fowler."      What a Triumph!**

One year and two months old, and pointed to  
as makers of a wheel equal to the best. . . . .

**WHAT A SUCCESS!**

**WHAT A SUCCESS!**

The Hill Cycle Mfg. Co. are not yet satisfied.  
Not good as the best, but the **BEST** wheels  
made. That's the goal, and we'll reach it, too.  
**WE WANT GOOD AGENTS. WRITE US.**

**HILL CYCLE MFG. CO.**

142-148 W. Washington St. \_\_\_\_\_ **CHICAGO.**

**"As Good as The Fowler."**

**"As Good as The Fowler"**





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

## LESSONS OF THE CYCLE SHOW.

Now that the greatest cycle show that this country ever saw is a thing of the past and we have had time to digest the lessons it has taught, we feel that despite the predictions of the croakers the cycle trade is not going to the "demnition bow wows" right away. There was business done at the show and lots of it. The trade had been holding off to know definitely how the price question would be settled before buying, and the result was that when the show opened there were but comparatively few retailers who had placed their orders for their lines for the coming season. But even leaving the business that would have been done before the opening of the show under ordinary circumstances out of the question, the total amount was most satisfactory. The trade has been gradually educated to the fact that it is all too easy to listen to the oily tongue of the traveling salesman and to be influenced to place orders which they are sorry for having given later. At the show the buyer has the advantage of having the wheels from which he must make his selection where he can compare one with the other. He has the advantage of a comparison not only of the goods themselves but of prices as well. There is no question of his being able to make a better selection and to feel better satisfied with himself after he has made it. All this has been fully demonstrated. The show was the first in this country that has been run in a thoroughly businesslike way and the exhibitors were, almost without exception, loud in their praises of the management. Among those who were in favor of one show only and who pinned their faith to Philadelphia there were not a few who were candid enough to admit that they had made a mistake and express their regrets, when too late, that they had not taken space. A careful canvas was made among the exhibitors and they were almost unanimous in expressing opinions in favor of one show and one only. Those who favored two, in every case said that they should be held in New York and Chicago. Some who had made up their minds not to exhibit at any show at any time changed their opinions and said that another year they would be in line. The advocates of the one show idea believe that the show should be held in some city farther west, although many were in favor of New York as the place for the annual show. Others, and their number was far from small, believed that the show should be held in New York one year and in Chicago the next. The attendance of the outside public was large, very large, and gave good evidence that the public is ready and willing to learn about cycling, cycles, and the cycle trade.

All in all the show was a great success and has fully demonstrated that it can be made to pay the exhibitors directly and indirectly. It has taught the lesson that the dealer who does not attend the show is not up to the times. It has shown that in direct competition good goods will not sell to the dealer for the same price as poor goods and that really first-class goods will sell at really first-class prices.

## HO, FOR PHILADELPHIA.

In spite of the fact that the majority of manufacturers are thoroughly convinced that there should be but one show, they feel that inasmuch as there is going to be a second one, and as some of the leading firms are going to exhibit at it, that they can not afford to stay away. The amount of business done at New York was so great that those who exhibited there are encouraged to think that merely from the amount of business they can do at the Quaker City exhibition it will pay them to show there. Therefore we may expect to see the Philadelphia show well patronized. Although some of the concerns who engaged space announced some time ago that they would not show, in spite of having done so, they have, as far as we have been able to learn, all changed their minds on this score. We will see two successful shows this season, but we will not see two again, unless it be one in the east and one in the west.

## THAT CANADIAN DECISION.

**Mr. Jeffery Explains the Laforce Case—Lawyer Miller Expounds Canadian Patent Laws.**

"We have appealed the case and will try again in a higher court," said Mr. T. B. Jeffery, of the Gormully & Jeffery Mfg. Co., last Monday, referring to the decision of Judge Burbidge in the action to repeal letters patent granted to Laforce, of Toronto, for a pneumatic tire. The G. & J. patent antedated that of Laforce by two months in Canada, but the former had his invention in the United States before Laforce had hit upon his device. The facts showed Laforce was ignorant of Mr. Jeffery's invention. Justice Burbidge gave judgment with costs in favor of Laforce. He held that a foreign patent of which the public had no knowledge or means of knowledge could not annul a patent granted afterward in Canada. "The Canadian judge thought he acted right," continued Mr. Jeffery, "but in his desire not to injure his countryman he twisted the law to fit the case. Now our lawyers inform us that we are right in the case, and that the Canadian patent laws read that only the first inventor can obtain a patent. Our tire had been in use nearly a year before Laforce patented his. Here are the facts in the case: This man Laforce is a shoemaker, and several months after our tire was brought out he came to see us and ask us what we thought of a tire he had invented. He had taken an old Dunlop and sewed a piece of leather on each side and converted it into a clincher. It was similar to ours with the exception that we used rubber where he had leather. We showed him our tire and he then left. Shortly after that we thought we would apply for a Canadian patent, and accordingly filed our papers. Laforce then sued us for infringing his patent. To break up his suit we commenced an action to repeal his patents. The judge decided against us, but we are sure to win in the higher court, as the claim of Laforce that he had never heard of our tire prior to patenting his will not stand, for we can prove that our tire was out first."

"How about the suit commenced by the Remington Arms Co. for the alleged infringement of the clincher tire made by the North British Rubber Co?" asked THE BEARINGS' representative.

"Papers were served last week on Mr. Ray, manager of our New York branch," replied Mr. Jeffery, "but this will not count, as the papers have to be served here in Chicago. Some time ago we brought suit against the Pope Mfg. Co. and served papers on R. D. Garden in Chicago and the courts decided that we had to serve the papers at the headquarters of the company and not at a branch store."

"The Canadian statute reads that the inventor, to be entitled to a patent, must be the first inventor," said Mr. Irvine Miller, G. & J.'s lawyer; "and on the face of the statute must be the first inventor anywhere. In other words, foreign invention prior to Canadian invention, invalidates Canadian patents. Judge Burbidge had no doubt but that Mr. Jeffery was the prior inventor, but his invention was made in a foreign country, and he thought it would be a hardship to the Canadian inventor to allow such foreign invention to invalidate the Canadian inventor's patent."

Speaking of the suit said to have been brought by the Remington Arms Co., Mr. Miller said that it was the North British Rubber Co., who served notice. He did not know what G. & J. would do, no definite plans having been made, but he felt certain that his clients would come out on top.

## Looks after the Phantom.

The Henry Sears Co. are well known in the bicycle business, having handled the Phantom and Lyndhurst the past season. They have done a good business, especially with the Phantom, that being their leader. Besides the bicycle business the Sears company are one of the largest cutlery and silverware dealers in the city of Chicago. Paul Warren, vice-president of the company, oversees the bicycle business and is an enthusiastic wheelman.



PAUL WARREN.

## Gorman's Adjustable Handle-Bar.

Charles Gorman has his own patent handle-bar on the Stalwart, made by the Capitol Mfg. Co., as well as his bottom brackets. Gorman designed the wheel. His handle-bar arrangement, by which the bar is adjusted to any desired height, is very clever. The bar is fitted into a sleeve attached to the upright. In this sleeve a ratchet wheel is fitted to the bars into which

a dog operates. A set nut on the stem sets this dog into the ratchet, from which it springs when the nut is unscrewed. The handle-bar is made only a few ounces heavier by the appliance and can be adjusted in any desired position as solidly as if brazed.



## THAT CYCLE TRADE ASSOCIATION.

**Its Objects and Scope—Will Have a Capital Stock of \$50,000—Room for Every One—What its Promoters Have to Say.**

NEW YORK, Jan. 15.—There will be a cycle trade association. There were many who were free in their expressions of opinion that after all the talk there has been, the association would never materialize. Some were so hardy as to say this even after the preliminary meeting in Madison Square concert hall last Wednesday evening. The latter, however, showed but little knowledge of human nature and little knowledge of the people who have the affair in hand. It was generally supposed by those not in "the know" that the meeting would be attended by the trade and that a general informal discussion would be held out of which something might or might not grow. Such was not the case. A number of people prominent in the trade had put their heads together and arranged the plans for the meeting and carried them out almost to the letter. After Colonel Pope had been

attend, the idea being to educate the public to the importance of the bicycle industry and to the utility and general value of the wheel. In case the show should continue for only one week the same plan will be followed, except that the fore part of the week will be devoted to the trade and the latter part to the public.

Steps will be taken to abolish guarantees, or at least to limit them in some way to prevent their systematic abuse. The chances are that the guarantee will next year be a thing of the past. The association will look after the lawmakers, and when anything in the way of obnoxious legislation is brought up will fight it. The subject of roads improvement will receive attention, and systematic work will be done. This may include the regular employment of a lecturer, and possibly the establishing of a magazine—a quarterly—by the association.

The matter of advertising will be looked to, and a large number of the smaller cycling papers will be deprived of the patronage of the members of the association.

A bureau of credits will be established, and with it a black list. The man who buys from the manufacturer in the future will have to pay for his goods or keep out of the trade after he has once defaulted.

The association will have a paid secretary who will look after its affairs, and under the instructions of the board of directors will administer its affairs.

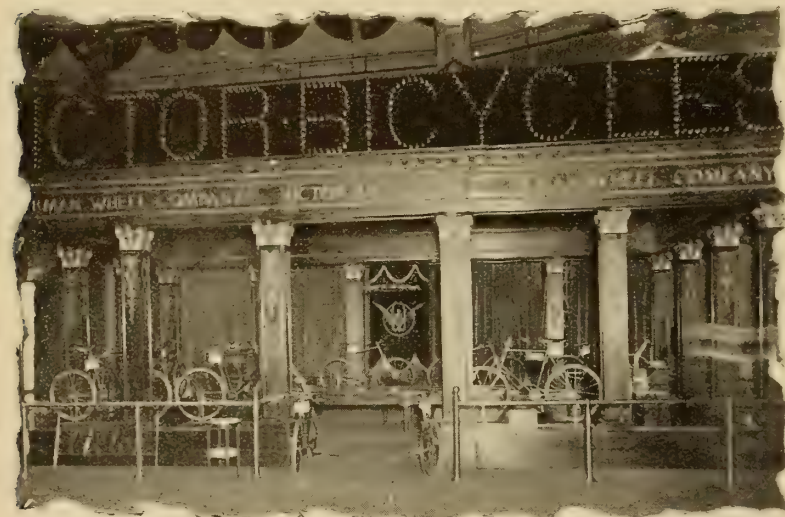
Of course all these matters are not finally settled yet, but it is safe to assume that they all will be settled in due time in the way outlined above. The moving spirits in the association are careful to have every one understand that it will not in any way attempt to control prices, interfere with business competition, or in any way regulate the private business affairs of its members.

## CYCLE TRADE BANQUET.

NEW YORK, Jan. 13.—The banquet (?) given by the Metropolitan Association of Cycling Clubs to the cycling trade (on payment of \$3) can not be said to have been a brilliant success. There was a goodly attendance, but as one wag expressed himself, there were a great many of the trade represented at the banquet (?) that bought their wheels on the installment plan. With the exception of Colonel Pope, C. W. Dickerson, and a very few others, the manufacturers were conspicuous by their absence. C. A. Sheehan introduced A. Kennedy-Child as toastmaster at the opening after which the following menu was discussed:

|                 |                                |               |
|-----------------|--------------------------------|---------------|
| Celery.         | Oysters, half shell.           | AMONTILLADO.  |
|                 | Olives.                        | Pickles.      |
|                 | Bisque of Lobster.             | PREMIERE.     |
|                 | Salmon, Sauce Tartre.          |               |
|                 | Creamed Potatoes.              |               |
|                 | Filet of Beef, Mushroom Sauce. | PONTET CANET. |
|                 | Roman Punch.                   |               |
|                 | Cigarettes.                    |               |
| Quail on Toast. | Watercress.                    |               |
| French Ices.    | Bisque Tortoni.                |               |
| Bisque Glace.   | Bisque Prolica.                |               |
| Fancy Cakes.    | Fruits.                        | Mottoes.      |
| Crackers.       | Cheese.                        | Coffee.       |
|                 | Cigars.                        |               |

After coffee the toastmaster likened the New York show of this year to the Philadelphia show of last year as an electric light to a candle. He then introduced Paul Dana,—who is noted for being the son of his father and



elected chairman and Kennedy-Child secretary, the latter read resolutions which were later adopted with but two trifling changes. Those who were not on the inside had no concerted course of action to follow even if the plans of the association as presented to the meeting did not meet with their approval. During the course of the meeting there was not a word said or even a hint given of what the objects and scope of the association would be. Inquiries on this score were made, but they were ignored. The meeting was essentially controlled by the "big bugs."

It was only after diligent investigations that your correspondent was able to ascertain the real objects of the association. The resolutions adopted, which appeared in last week's BEARINGS, were as follows:

*Resolved:* That it is the sense of this meeting that a trade association should be organized and incorporated for the promotion of the welfare of the manufacturers of bicycle and kindred industries, and for increasing the interest in cycling; and

*Resolved* further, that the chairman of this meeting shall appoint a committee of five, of which he shall be a member, to organize and have incorporated such trade association; and

*Resolved* further, that such committee be and is hereby authorized and empowered to organize such trade association in such manner as it shall, by a majority vote of the members thereof, determine upon; and to do any and every act which it shall by a majority vote of the members thereof determine to be requisite and necessary for the purpose of organizing and having incorporated such trade association; that such committee shall have the exclusive right to determine by a majority vote of the members thereof who shall be the original subscribers to the capital stock of such trade association, and what number of shares of said capital stock shall be allotted to and taken by each of the original subscribers thereof.

It will be seen that in these resolutions there is absolutely no hint of what the association proposes to do. Inquiries from Colonel Pope resulted in nothing. H. A. Lozier and Kennedy-Child were more communicative although they were both guarded in their remarks. From talks with the two the following synopsis of the course of action to be followed by the committee and the scope and objects of the association were gleaned:

The committee will present a constitution for ratification at the Philadelphia show—and it will be adopted practically as presented—providing for the capitalization of the association for \$50,000, which will be subscribed by the manufacturers with the understanding that they need never expect to see their money again. Provision will be made for an associate membership to which any one connected with the trade in any way will be eligible. The fee for associate membership will be \$5.

One of the chief objects of the association will be the dealing with the cycle show question. Its promoters believe that the show should be held under the management of the association and that it should be run on lines far different from those on which the shows of the past have been run. According to their programme the show of the future will be held in different cities in different years and in all probability will last two weeks. In this case it will be open to members of the trade, only, the first week, so that the time of the exhibitors can be devoted entirely to the transaction of business. During the second week the show will be thrown open to the public, and invitations will be issued by thousands to the best people of the community in which it is held and every inducement will be offered to induce them to



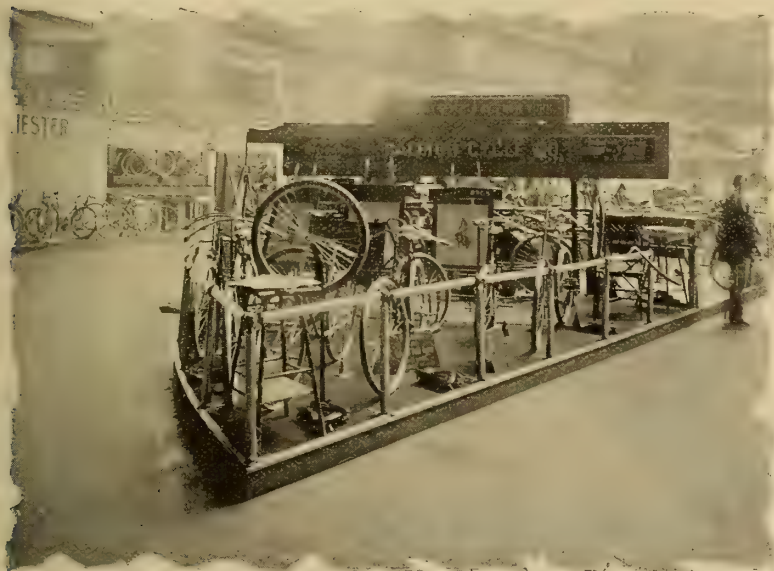
president of the New York Park Board,—who answered to the toast of "Our Parks and Highways." In the course of some rather rambling and uninteresting remarks he referred to the cyclist as "the ornament of the highways," an allusion that saved his speech from being totally unsatisfactory.

After being introduced as the next president of the L. A. W., C. H. Luscomb read an amusing paper, dated 2800, which was well received.



Colonel Pope responded to the toast, "The Cycling Trade of the East." His was the longest speech of the evening, and consisted principally of personal reminiscences of the trade. In concluding his remarks he said:

"The man with business ability and some capital can make money as an agent or retail dealer. I know of no line in which he can make more money with so little capital. Many of the agents do not make money, but what of that? Only a few succeed in any kind of business. Too many inefficient men try to do business for themselves and have no ability, or willingness to make the sacrifices and do the hard work that is necessary to success. All of the retail dealers north of Mason & Dixon's line do the principal part of their business during six months of the year and make money during those six months. For the next six months, like the bear in winter's quarters, they live on their fat. Those agents, to get the best results, should have other business during the dull winter season. Few men succeed. When a new industry is introduced men rush into it until the business is overdone. The cycle business is a new business industry and gives employment to tens of thousands of people. If there are some who have gained wealth in the business, the same ability, applied in some other



direction, may have shown equal results. Success in life depends upon the man, and not upon the thing."

C. W. Dickerson, responding to "The Cycling Trade of the West," opened his remarks by referring to the great hold that the trade had taken in the west and said that of the 250,000 wheels manufactured in the United States fully half were made there; and that of \$15,000,000 invested in the manufacture of cycles fully half was western capital invested in western factories. During the whole of his speech he spoke well and to the point.

F. P. Prial, who arose from a sick bed to attend the function, answered to the toast of "The Press" in his usual flowing style.

H. E. Raymond gave an interesting but noncommittal talk on "The Racing Man."

H. L. Saltonstall, in toasting "The Metropolitan Association," gave the interesting news that the association undertook at the cycle show to make up what they had lost on the international race meet last summer. That was what many had suspected, but this was the first time that the news has become verified public property.

### ECHOES FROM THE BIG SHOW.

Wednesday the trade came in with a vengeance, and the stands were all busy. On every hand was seen undoubtable signs of activity and deals of a very substantial nature were heard from every quarter. Large lots of wheels were ordered, and in many cases the manufacturers were so pleased that the news had to be given out at once, and THE BEARINGS was among the first—in fact was the first—to hear of the sale. In every quarter the men were too busy to tell particulars and promised to send them in. There was one firm that refused to exhibit at the New York show that missed a good thing if ever a firm did, for where there were so many wheels one was not missed. Seven thousand people, independent of the exhibitors and employees, attended the show on Tuesday night, and the number was greatly increased from that night. Full-dress suits were seen on all sides, and in more than a dozen booths the exhibitors were also in full dress. The ladies were out in force and took a great interest in the new light wheels shown on all sides. It is a noticeable fact that the ladies of the future will be able to ride wheels as light as the average gentleman's wheel.

On Wednesday the crank inventors were seen for the first time in any numbers, and in the morning, when it was allowed, the aisle was full of wheels. Many were legitimate, but many were of the speed-gear sort, and, to tell the truth, many had the element of utility. Frank Albert, the professional, had a wheel on which he claimed to have ridden a mile on Manhattan track in 2:30 and with no previous training. It was a combination by which the rider helped his feet with his hands, propelling a second rear sprocket in that way. Another had a sprocket-wheel on the front wheel

which the handle-bars worked at all times. The speed gear which was shown in Chicago years ago was exhibited in an improved state, and this time was ordinarily successful. Levers run this machine, the claim being that a ninety-six gear can be run as easily as a sixty-inch on any other wheel, there being no dead center. The cranks are worked in the same way as on any other wheel, by the levers, which are worked up and down by the feet. The two-speed gear was also shown in two forms. The chainless safety took a prominent place in the line of novelties, but this has had a year of practical use, and is now an assured success. The wheels have been reduced in weight and are among the lightest shown. Racing wheels will be made this season, and some of the fastest riders will be seen on them. A. W. Warren has ridden a flying quarter on one in the surprising time of :30, and a mile in 2:25, which should demonstrate the speed of the machine. Another wheel that was prominent in the aisles was a Giraffe, which many tried and admired. It was not classed in the line of freaks, but was given an honorable place in the ranks as a coming wheel, many declaring it the coming wheel.

Around the tire stands were many interested throngs, and at the Palmer Tire Co.'s exhibit the crowd was especially noticeable. The new repairing devices were being shown at this stand, and the dealers were especially noticeable in the crowd. As at the Stanley show the Palmer was the sensation of the day, and attracted as much attention as the rest of the tire exhibits put together. The advertising men of the various papers were seen in all their glory, and no papers were allowed to solicit advertising but those who had taken space. In one instance summary action was taken, and a solicitor was cut off in the center of a talk, and his sample paper was taken from the dealer's hands. Talk of the trade organization was all in favor of it, and the manufacturers were unanimously in favor of a speedy organization.

### Will Rue It Later On.

There was a man at the show who gave a mysterious warning of coming disaster to the rest of the tire manufacturers, as he was going to bring a wheel on the market with a tire that would sell the wheel ahead of all others and knock the tire manufacturers off the face of the earth altogether. He said that the tire was not ready yet, but told all to wait for its advent, as it would be worth the while. And the same story was told by others as well and did not create a ripple. Still another tire firm had the tire, or rather inner tube, and by their actions roused the ire of one dealer that will cost them dear if the time should ever come when the two have deals in the business line. This dealer went to the firm to examine the new tire and after an explanation of how the thing worked, or rather of the manner of the working, asked for a section of the tire to see the construction and was cut off with, "Well, we are not giving away sections, and if you want a section why buy one, as we are here to sell and not give away." The dealer explained that other tire manufacturers were giving samples of their tires away and that he had come thousands of miles to see these things and would like to take a sample with him. He not only received another curt answer but was laughed at as he retired from the scene. This dealer was no less a personage than Prince Wells, of Louisville, and it is safe to say that he will use none of that particular make of tires in the future.



### A Couple of Good Tires.

Frank Ives, whose tire attracted much attention because of the ease of detachment from the rim, says that the idea was given to him by one of the old style key skates, which were attached with a key to the foot. His wood rim on the inner side of the tire is locked into place by this means, there being an eccentric attachment or swivel into which the wood rim fits at each side and into which it is locked when the key is turned from the outside. The tire closes around this rim and the key can not be turned when blown up, as the inner side of the tire must be empty that the wood rim may have the opportunity to spread under the operation. In this tire it should be said the outer cover is held in place by a rim of wood which is placed on the rim and which, working in swivels operated by a clock key, holds the



outer cover in place when it is inserted under the edge. Mr. Ives is the old time amateur. He is willing to bet that his tire can be taken from the rim and the inner tube exposed quicker than any other pattern of the clincher tire. On the other hand George Webb, who has a tire which is very similar, says that his is the easiest of detachment and will race any man for the honors. Webb's tire is held in place with wires which are tightened with a key in a similar manner, but work in a swivel. His tire is undoubtedly the lightest and he shows a wheel and tire that weigh but a matter of a couple of pounds, or a few ounces over.

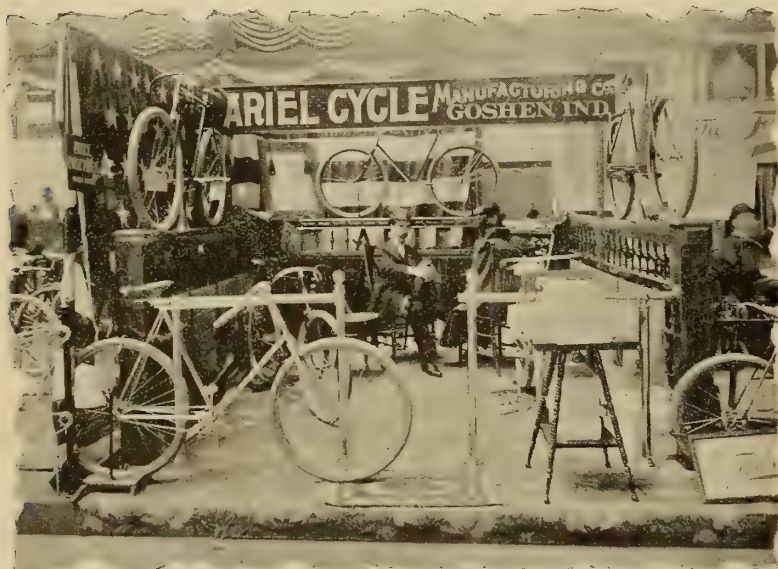
#### He Fooled the Talent.

When George B. Graves, of the Detachable Cleat Co., Boston, came into the Garden as a farmer of the greenest kind from Mayport, Maine, there were of course a number of people of the smarter sort who wanted to have fun with him. One of these species offered him a half-smoked cigar and asked him if he wanted to indulge. "Up our way in Mayport we smoke tobacco, by gosh!" said the greenhorn, while the dude wilted. At the Boston Woven Hose Co.'s exhibit he was assailed with the remark by one of this company, "If I had you down in my home I would scare all the crows away with you as a scarecrow"; and the farmer, whose nose had previously been offended by the stench of the African rubber, replied, without previous thought, "If I had you on my farm in Mayport there would not be a crow within fifty miles at any time." After that people left the farmer alone. He went around to his own exhibit and sang an old farmer's song with verses to keep him going all night, and then passed out circulars to the crowd. It was the cleverest kind of an advertisement. When he came in at the door he refused to check his coat as he was not going to have any one stealing it; and when he came in the show proper Manager Sanger stopped him, but after a word dropped his arm as if it was a hot potato, and laughed to himself in an amused way. The Eagle company obtained, as a souvenir, the pumpkin which the farmer had been exhibiting.

for a repair. In the Palmer exhibit three and sometimes more men were kept constantly employed in showing the repair and doing the work. A half-dozen tires tell the story of the week, being filled so full of plugs and smaller repairs as to preclude the idea of any further work on them. And all are air tight now and ready for use on the road. On the Palmer stand were at least a half-dozen men all the time and two more on the floor and in the aisles. Messrs. Palmer and Driver held the stand, with the assistance of Mr. Pierrez and a gentleman from the Columbia Rubber Works and Banker from the Chicago branch of the company; while Messrs. Spooner and Charles Culver were in the aisle.

#### The "Push" Was Absent.

There was all the difference in the world in the show of the present and the show of the past, and the various "societies" were conspicuous by their absence. There was very little if any night hawking, and a bright-faced and bright-eyed lot of salesmen were seen every morning, instead of the haggard-eyed and peaked-faced lot of last season at the City of Brotherly Love. Perhaps it was the being in a real business city that made the difference, and perhaps again it was the effect of the hard times and the scathing many have received. At any rate there was a very noticeable difference, and the "push" was most welcome by its utter absence. Said one of the larger manufacturers from the west to a BEARINGS man: "I got right in and sold goods myself, and found it a new and altogether different thing than anything I have tackled in this business in many a year. I talked wheel until I hated the name of bicycle, and went to bed with wheels and wheels and still more wheels in my head every night. I had more schemes to sell wheels without talking so blamed much, than you could reckon on your fingers and toes. In one of these I was going to put on the stand a line of phonographs and then spring the one to fit the case on the man that came along and wanted to talk agency to me." There were others who felt the same way. The result of the change in the salesmen of the day may be



#### The Excelsior Needle Co.

The Excelsior Needle Co., of Torrington, Conn., were represented at the show by their Mr. O'Dell, who took a number of orders for the cold swaged spokes made by this company. Over 300 people are employed in the company's works. Usually the wire only is supplied the manufacturers, but if so ordered they will bend and head the spokes and thread them as well. Three or four million spokes are made each year, and the business is rapidly increasing. The capacity of the factory is 40,000 spokes a day. The spokes are drawn from the wire cold. They will stand a test of from 300 to 1,000 pounds, and are made in sizes ranging from 48-8000 to 1-10 inch. Among the prominent firms that purchase these spokes are: The Pope Mfg. Co., who take 5,000 spokes daily; Gormully & Jeffery, Marion Cycle Co., Ariel Cycle Co., E. C. Stearns & Co., Syracuse Cycle Co., Kenwood Mfg. Co., Remington Arms Co., March-Davis Cycle Co., Rochester Bicycle Mfg. Co., Julius Andrae, Central Cycle Mfg. Co., Freeport Bicycle Mfg. Co., Stover Bicycle Mfg. Co., Buffalo Tricycle Co., Parkhurst & Wilkinson, Fenton Metallic Hardware Co., Hackney Arms Co., Peerless Mfg. Co., Royal Cycle Works, National Cycle Mfg. Co., H. A. Lozier & Co., Yost Mfg. Co., Century Mfg. Co., Eclipse Bicycle Mfg. Co., and others all over the United States.

#### Enormous Business Done by the Palmer People.

"After the show was over" might be made a popular ditty with a large number at the present time. Many were kept so busy that they could not find the time during the week to count up the week's sales. When all was over, many a man or firm was surprised and delighted to discover that the business done had exceeded the fondest expectations. Especially was this so with Messrs. Palmer and Driver, president and secretary of the Palmer Tire Co., who, when the week's business was reckoned up, found that the grand total would exceed \$130,000 and this for actual orders taken and not the business that was sure to result from the week's work. The record for repairs made was easily carried off, as no other of the tire exhibitors showed methods of repair, except it was the taking of the tube from the tire ready



seen in part in the increased sales reported by everybody in another part of this paper. While there was a lack of boisterousness there was yet a certain friendly feeling which was very noticeable, and which would seem like an unconscious piece of secret society work among all.

#### Dan Canary, Manager.

Dan Canary, the well-known traveling man of the Overman Wheel Co.'s staff for the past decade, will shortly leave the employ of that firm and join the ranks of the Lamb Mfg. Co., which, with this addition, will be one of the strongest in the country. Canary will act as western manager of the company and it is rumored will have an office with the Chicago house of A. G. Spalding & Bros. Dan is altogether too well known to need any introduction to the readers of THE BEARINGS. He is known from one quarter of this country to the other and has sold goods in all cities of the United States. He is a jolly, good-natured fellow and a salesman of the first class. Friends he has in droves and these friends are of the sort that any man might be proud of at any time in life. His change was the theme of much conversation in New York, where it was first made known during the show. Dan has sold Victors so long it will seem strange to see him with another line of goods. It may be, so report says, that he will simply travel through the west and leave his family in Springfield, as during the past; but should he come to Chicago permanently, he will be tendered a royal reception.

#### The Anglo-American Co.'s New Rim.

The Anglo-American Iron & Metal Co. have produced a steel rim which they think will cut a big hole in the sales of the makers of wood rims. They call it the interlocking rim. The ends of the rim instead of being brazed together are each slotted longitudinally in two places for about an inch and a half and so as to divide them into three parts, which are dovetailed together and riveted. The rim was tested by John Palmer, who put a tire on one of the fifteen ounce samples and pumped it with 100 pounds open air pressure and the rim never showed the least inclination to buckle. Palmer was so pleased with the test that he gave the firm a glowing testimonial. The particular worth of the rim lies in the fact that it is not neces-



sary to braze it and consequently instead of its being annealed and thereby weakened at the joint, has the full strength of the spring steel all through. It will appeal to the manufacturer from the fact that it is far cheaper than the wood rim.

#### The Mud-Guard Rolls Up.

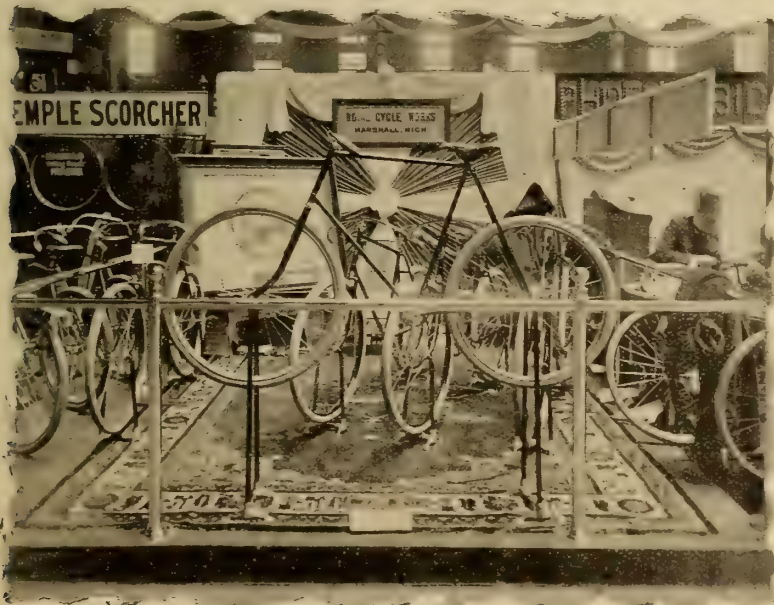
One of the greatest novelties at the show was a rubber mud-guard shown by the Automatic Mud-Guard Co., of 279 South St. Paul street, Rochester. The guard for the front wheel is stretched below the lower front stay of the machine as usual with rubber guards. The novelty of the thing is



that when the guard is loosened at the head it rolls up on a roller just in front of the crank hanger and there is nothing in sight but a little compact roll. The rear guard is so arranged as to roll up in the same manner on a roller fastened to the frame just below the saddle, its supports being provided with a mechanical device that permits of their being moved with the guard, so that when it is not in use they lie parallel to the upper back stays of the frame. The whole contrivance is light and will prove a great convenience, as the guards are not in the way at all when not in use and are always on hand when wanted. The rider who has been out on a fine day and had to ride home in the mud can appreciate the value of the new contrivance.

#### The Brandenburg Pedal.

G. G. Brandenburg was at the show in the interests of his pedal, which is now being made and pushed by Geo. E. Lloyd & Co., of Chicago. This is a patent dust-proof pedal. It was first shown on the market in '93, and was very well thought of at the time. Brandenburg received orders for a large number, but found himself unable to supply them. His firm of manufac-



turers failed him that time, and he lost a great deal of money. Now he has the well-known firm of Lloyd & Co. behind him as manufacturers, and is pushing the pedals with a vengeance. This pedal was pronounced at the show the best thing in the pedal line shown. Many large manufacturers that saw it were dissatisfied with orders placed and promised to use the Brandenburg pedal in the future. It is air tight at the outer end. The inner end is absolutely dust-proof and adjustable. Mr. Brandenburg's own dust-proof ball bearings are used in the construction. These features, combined with tool-steel bearings, make these distinctly the highest-grade pedals made.

Mr. Brandenburg closed a number of large orders at the show, and returned to the west more than pleased with the outlook for '94.

#### Ames & Frost's Exhibit.

Ames & Frost came in late and took a stand adjoining THE BEARINGS' booth in the gallery. Here the representatives, Messrs. F. L. Bryant and W. A. Killen, did a nice business with a line of five wheels, which were as follows: Model K, weight thirty-one pounds, list \$125, with eleven-inch head and a frame a little lower in the back than in the front; twenty-two-inch upright; forty-four-inch wheel-base, and a special tool-steel crank-shaft. This wheel has the Imperial sprocket-wheel, which is cut from the solid steel and easily changeable. Model J is the same wheel with rubber mud-guards and brake attachments, and Model M is the same with wood rims, and weighing but twenty-seven pounds; this wheel lists at \$135. Model N is the racer, weighing twenty-three pounds, and listing at \$150; this has a deep frame, wood rims and Palmer tires. All the wheels are fitted with a reversible rear sprocket-wheel, which has the threads cut both ways. Thus the rider, when the teeth of the sprocket-wheel are worn, can turn it and use the other side. This is attached with a jam nut.

#### Features of the Lovell.

The Lovell Arms Co. have taken three joints from the head of their machines. The head and fork-crown are all in one, and made from a drop forging. The head sleeve is all one piece and dulled from a drop forging. These are made on the firm's gun-barrel machinery, and are finely finished. A sliding seat is a feature, the top bar on which the seat is attached sliding backward and forward. Lovell Diamonds are provided with a ball-retaining washer, and the wheel may be taken apart without losing a ball. The cone and washer are all made together. This applies to all parts of the wheel. They also have interchangeable sprockets front and rear. The front is screwed on, and the back one attached with a set collar, the sprocket having a left thread, the collar a right thread. The Lovell Giraffe weighs twenty-eight pounds. It lists at \$125, as does the



Lovell nineteen and a-half pound racer. The former wheel rides beautifully and was admired by all. The Lovells have a five and a-half inch tread, as narrow as any at the show. The Lovell company turned out 4,500 wheels last season, and will make 6,000 wheels this year.

#### A Colored Trick Rider.

On the last day of the show the public were treated to an exhibition of trick riding by a colored man, who showed rare ability for one of his color. He rides an ordinary and rides it well. His name is Johnson and he is employed at Sidney Bowman's riding academy, and was formerly with the Bidwell company and with the Gormully & Jeffery Mfg. Co. He is not so graceful in his acts as are Maltby or Canary, but in the tricks of the trade he is very familiar. He has a lot of new tricks which the others have never attempted, such as riding the single wheel with a pail of water balanced on his head and doing a like act with an umbrella over his head which he keeps constantly twirling, having a fan in his hand at the same time. He also picks the backbone from the floor while standing with his back to the front and rides off backward. He stands on the saddle with the wheel held in place with his foot on the front tire. Standing on the pedal with the wheel at a standstill he will throw his leg over the handle-bars first in one direction and then in the other. These and many other tricks gave the man quite a send-off among the regular men at the show. Johnson has never ridden much in public but should prove quite a drawing card in the east this year.

#### The Sterling Did Well.

The Sterling Cycle Works were more than pleased with the work of the show, as they sold over 500 of their most excellent wheels, and at the prices, in every instance, that had been set beforehand. That is to say, they did not cut under any one to make a sale, as was done by numerous firms that might be mentioned. This wheel ranked among the leading machines at the show, both in fine workmanship and in finish. President Dickerson was constantly in attendance at the stand and had but one kick



to make regarding the show. That was regarding his advertisement, which the committee gained from him on the supposition that the catalogues in which it appeared were to be given out free, instead of which his customers were required to buy them the same as any other exhibitor. So hard did the representatives of this firm work that on Saturday night both were sick and ready to take a week's rest before the Philadelphia show, at which they felt called upon to exhibit only because all the rest were going to do so.



Bode will take a flying trip through the east previous to the next show to close some deals now pending.

#### Agencies Placed for the Keating.

It is doubtful if many other firms did as well at the show as did the Keating Cycle Co. Messrs. J. W. Murphy and E. P. Hadley were on the stand, which was in the gallery. Over \$100,000 worth of business was done and many more dollars will result from the week's work. Agencies were placed in all parts of the country, as follows: E. H. Dakin, Bangor, Me.; Hawley, King & Co., Los Angeles, Cal.; Mr. Rivers, Ashtabula, Tenn.; Robley & Co. New York; W. F. Murphy, Brooklyn; J. M. Linscott & Co., Boston; J. B. Varick & Co., Manchester, N. H.; Lemont & Whittemore, Worcester, Mass.; H. M. Campbell & Co., Providence, R. I.; Lowrie Hardware Co., Atlanta, Ga.; H. M. McCausland, Portland, Me.; Heath Cycle Co., Lewiston, Me., and many others. The stand was far too small for the needs of this firm and Mr. Murphy says that a ground floor stand will be had next season, intimating that an application has already been made for it.

#### Has Given 42,000 Lessons.

Alex Schwalbach has given in his riding school in the last two years a grand total of 42,000 lessons. "I was figuring this matter up one day recently," said he, "and was as much surprised as are you at the volume of the business done in this one line. It was by just such hustling that the work was done." The dealer was speaking of his colored teacher, who had just passed THE BEARINGS' stand giving out a ticket to every one, which entitled the receiver to one lesson free in the riding school in Brooklyn. Mr. Schwalbach handles Rambler and Imperial wheels in Brooklyn and is especially pleased with the Rambler and the manner in which the Gormully



& Jeffery Mfg. Co. attend to their agents. Mr. Schwalbach says that there is a vast difference between the Chicago firm's treatment and that of other firms he could name and that he will be with the Chicago men until eternity. The Rambler has proven a very popular wheel in Brooklyn.

#### An Invention That Has Been Improved.

The machine exhibited by the Phillips Wheel Co., of Rochester, which was as easily ridden with a ninety-six-inch gear as with a sixty, attracted

much attention. When this machine was first shown in Chicago it had a motion which was so different from the regular that none of the bicycle boys could do anything with it. At that time there was a stroke down and a circular rise, a considerable period existing between the two motions. A man's feet became rattled. Now, however, there is noticeable none of that motion, and the feet simply travel straight up and down as in the star motion of bygone days. The crank which the feet thus propel turns the actual crank of the ordinary wheel, and the wheel having no dead center the rider is enabled to ride a gear much larger than ordinary. This appliance is adaptable to any wheel.

#### The Thirtieth of February.

Half-a-dozen men of the trade were sitting in the hotel at the close of the show, and the talk had drifted to the reported infringement of the patents of one of the number, when the patentee said, "Well, I will have by the thirtieth day of February patents on every conceivable thing in the line, and they had better look out." "Is that so," said a newspaper man, "then you will never have those patents." "Why not, I should like to know," said the inventor. "Simply because there never was and never will be a thirtieth day of February," and all called for the drinks they most liked without a demurrer from the over sanguine inventor.

#### A Pacemaker Cyclometer.

The Pacemaker cyclometer was shown in the New York Cycle Co.'s exhibit, and attracted much attention. This appliance is run from the chain nut which strikes a lever, and the power is then transmitted to the cyclometer by wires that follow the head. The cyclometer and clock are in one with one dial, and the rider can thus read his time and distance as he naturally leans forward on his wheel. The present instrument will be improved greatly, as a stop-watch movement will be placed in the body, and the rider will start and stop it from the end of the handle-bar.

#### Good Points of the American.

The Simmons Hardware Co., of St. Louis, has contracted for the entire



output of the American Cycle Co., of Chicago. This company is making the wheel patented by G. G. Brandenburg. This machine contains the self-oiling bearings peculiar to this patent and also what is said to be the best dust-proof bearings on the American market. The wheel will run for a period of a month with average use without reoiling, the oil being contained in a receptacle in the hub and feeding the bearings as fast as is necessary. The bearings are adjusted with an appliance that does away with the rough outside appearance altogether. The wheel has a clean appearance at all points. It will be called the American, and about 600 only will be turned out during the present season. All will be sold by the Simmons Hardware Co.

#### A Cycling Pooh Bah.

William L. Ross, manager of the Singer Cycle Co., Boston, was one of the busiest men at the show the opening days, and arranged one of the prettiest stands there. He was sick during the last days of the week yet took a long trip to Boston, where he was installed as commander of his post in the Grand Army of the Republic. This is the Gettysburg Post, Department of Massachusetts. Mr. Ross is also captain of Company G, Sixty-fourth New York Veteran Volunteers; president of the Second Corps Club. He is also a member of the following organizations: Military Order of the Loyal Legion, Massachusetts Commandery; National Association Union ex-Prisoners of War; General Joseph Hooker Command, No. 9; Department of Massachusetts Union Veterans Union; Society of the Army of the Potomac; New York Veterans Association of Massachusetts, and over all this is an active and enthusiastic cyclist.

#### Nicolet Gains a Reputation.

A. J. Nicolet, the "hustler from Chicago," as he was termed at the show, had chances at a dozen good positions, and left the city to close with a tire company. Others came to this show with a similar intent, and left without securing anything to do, simply because they passed from exhibit to exhibit with a lackadaisical way that impressed no one. Nicolet had nothing to do, yet was always busy. When he found a place where a man was going to be wanted, he held on to that place until he was quite sure



there was nothing there for him. By his hustling methods he gained a host of friends, and will be able in the future to apply successfully for a half-hundred positions, with the certainty that if a vacancy is at hand he will fill it.

#### The Black Company's Fine Wheels.

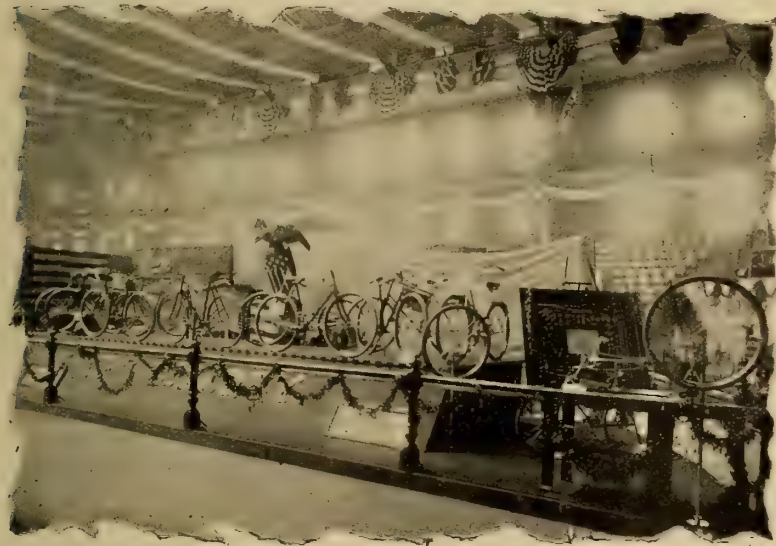
In our previous report of the Black Mfg. Co.'s exhibit there were inaccuracies owing to the rush to get the matter into the telegraph office, for THE BEARINGS' report was telegraphed. This stand was very attractive in its appurtenances and the presence of such sterling salesmen as Gus Boyer, L. B. Gaylor, and G. J. Black did not decrease the attractiveness. The stand contained a line of wheels which attracted general attention. The \$100 wheel, the Vigilant, was the best seller at the show at the price, according to Mr. Boyer. The lightest wheel, nineteen pounds, listed at \$160; the twenty-two and twenty-three-pound wheels at \$150; the twenty-eight-pound at \$125, and the \$100 wheel weighed but thirty pounds. This company claimed superiority of workmanship and showed a tool-steel dust-cap and an aluminum rim which was provided with a clever joint.

#### New Features of the Rochester.

Another exhibit which was unavoidably overlooked last week was that of the Rochester Cycle Mfg. Co. This was in charge of W. W. Kenfield. The double frame used last season has been discarded and the single is used now altogether. The wheel has a movable back brace which is attached to the rear axle and moves with the chain adjustment swinging on a pivot at the saddle-post. A detachable sprocket-wheel, dished inward, which throws the chain directly over the ball race, is a distinctive feature of the line. A front fork crown of plate steel is used. A sheet of steel is inserted in the front forks to brace them, which it is claimed is a bar against accident at this point.

#### Garford Saddles at the Show.

A. L. Garford was present at the show and showing his line of saddles, including over thirty styles, in the stand of Roger B. McMullen & Co. There



were included a half-dozen new models, of which a one-pound road pattern was one of the most noticeable. A track saddle at the same weight was also thought much of, and large orders taken. The most popular saddle of the lot was the C pattern, a new spring saddle with a spiral spring in the back to support the U-shaped spring, a feature of this line. This saddle weighs but thirty ounces, and is a handsome affair. The vertical spring in the back will take up all the jar. This saddle will be the popular ladies' pattern of the large line.

#### Monarch Light Wheel, \$125.

The list price on the twenty-five-pound Monarch is \$125 and not \$135, as was stated in error in last week's BEARINGS.

#### The Sheriff Visits the Show.

NEW YORK, Jan. 16.—Four Keatings and five Ariels were seized by the sheriff today at Madison Square Garden on attachments by the Riverside Bank on notes discounted for the Bidwell Cycle Co. The notes were given for tires furnished by Bidwell last summer. The Ariel company's note was for \$136 and the Keating company's for \$1,008.

#### Racing Men Have Swelled Heads.

The Standard Cap Co. gave a large number of caps away to the exhibitors and racing men as souvenirs, and the manager informed THE BEARINGS man that the sizes of the heads of many of the racing men had increased since the previous year.

#### Culver Organizing a Racing Team.

Charles Culver, Sanger's trainer, was at the show, working with a will in the interests of the Palmer Pneumatic Tire Co. Culver is organizing a racing team for next year, but for whom he will not say.

#### But one Cyclorn Shown.

Cyclorns were scarce at the show, only one being shown. They are rightfully considered not the proper caper, but one firm showed a horn which was hideous in its get up, and will sell from this fact. It was in the form of a dragon's head, and was as hideous as human ingenuity could

devise, the noise that issued from between the lips being a roar of no mean dimensions, and the look of the face of the thing enough to scare a child into fits.

#### OPINIONS OF THE CYCLE SHOW.

There were such frequent rumors of enormous deals being made at the show that a BEARINGS man called on the dealers just before the show closed



and asked their opinions of it and what kind of a business they had done. Answers were given while the men were packing up and are recorded with as much accuracy as was possible. This is what was said:

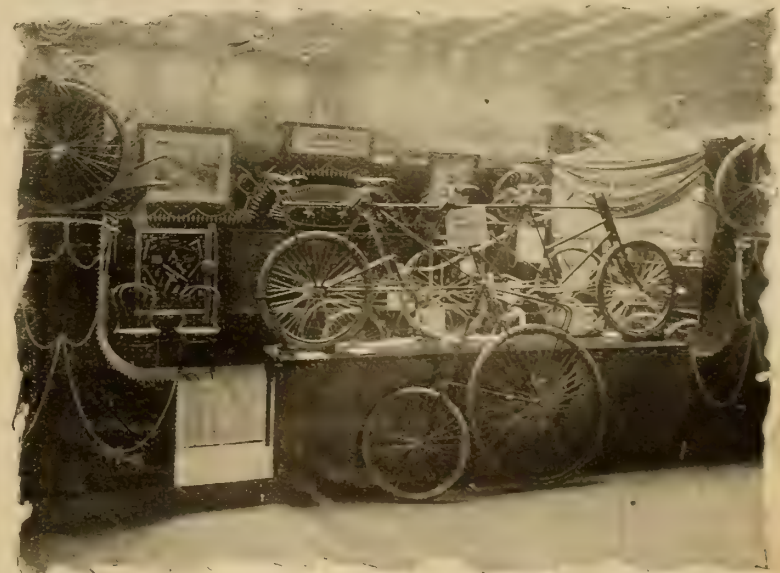
E. J. Day, of the Western Wheel Works: We have done ten times as much business as we did at Philadelphia last year. We did nothing there to speak of. We have had our trade represented here from every state and territory except Texas and have made many new friends. We go to Philadelphia and you can say we will be with New York another year.

Mr. Funnelle, of the Buffalo Tricycle Co.: We have done a remarkable business and are well pleased and will go to Philadelphia, although we do not see the need.

Mr. Driver, of the Palmer Tire Co.: We have done remarkably well and when we have reckoned up our total business will find that our sales have exceeded our fondest expectations. We have been constantly employed with our repairs and are all tired out. [This company afterward figured the business of the week to be at the least \$130,000, which, they say, is a conservative estimate of the orders taken and not a line of possibilities. The Palmer was the only tire at the show of which the actual method of repair was illustrated, and for that reason had the busiest stand of the many tire exhibit quarters.]

Mr. Atwell, of Wm. Read & Sons: You bet we are pleased with the week's business and we will be here again at the next show. We have done a wonderful business and have had all our trade with us. New Mails took with all and were one of the best selling lines at the show.

At the Pope Mfg. Co.'s exhibit the young colonel was seen in shirt sleeves: Yes, we are pleased and have done nicely.



David Post, of the Hartford Co.: We have sold a great number of wheels and have made new and reappointed a total of sixty or seventy agencies. Of course you know our wheel is well established and we had not the need for the show that some had.

Colonel Lovell: The Lovell Arms Co. has nothing to complain of—well, I should say not.



H. A. Lozier: We did an excellent business and are more than pleased with the outlook for the Cleveland wheel. Satisfied? Well, I should say so!

A. W. Warren, of the League Cycle Co.: We did a great business and attracted the eyes of the cycling world to our wheel. Much interest has been shown and we have demonstrated that a chainless safety is both practical and one of the wheels of the day.

Mr. Pratt, of the Elastic Tip Co.: It was way ahead of Philadelphia and we have been kept busy all the time. We have disposed of an enormous quantity of goods and are well pleased. We are going to Philadelphia and will no doubt do well there.

Mr. Wells, of E. C. Stearns & Co.: Our trade greatly exceeded our fondest expectations and we will come to New York again and think it is the only place to hold a show. What's that you say? Are the others already bidding for space for next year? Well, I shall have to do the same thing. [And that is just what he did in a very short time.]

Mr. Weaver, of the Eagle company: We had a larger business than last year at Philadelphia and this is saying a good deal, for we did well there. We had more of our agents here than we had expected and did a fine business in the placing of new agencies.

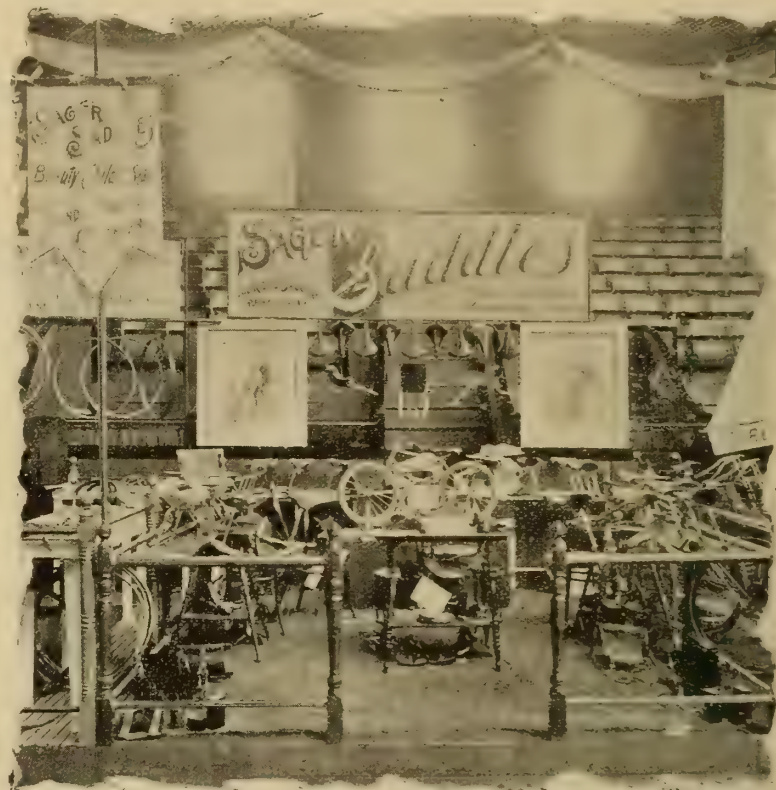
Gus Boyer, of the Black Mfg. Co.: You bet we are satisfied, you bet your life we are. We are tickled to death. We have closed none but big deals and have sold an enormous number of wheels. We had an awful good wheel and have been complimented by many of the other manufacturers. We want a space right here another year, for this is the place to hold a show, now I tell you.

C. J. Iven, Rich & Sager: We have taken several large orders and a number of small wheel manufacturers have placed orders for which we feel the show is responsible, as we might not have reached them in time.

Fred Dickinson, Munger Cycle Co.: We have done so well that I have been forced to refuse an order for 200 wheels that any manufacturer would have been glad to have taken. [Mr. Dickinson was right, but the product

Charles Gorham, Capitol Mfg. Co.: We have nothing to grumble at and are going to make a nice show another year. The Gorham patent adjustable handle-bar was a strong feature in our exhibit and attracted much attention with the entire trade.

Frank T. Fowler, Hill Cycle Mfg. Co.: We have done nobly and will have sales from this show that will amount to nearly 500 wheels. I have a deal on for a large order of wheels which I will be some time in closing up, but when completed it will be a hummer.



Lew Halladay and Ralph Temple, Marion Cycle Works: Pleased? Yes, we are pleased, for we have sold just 453 wheels, and 6,354 rims, and the end is not yet, for we will have large increases of orders all along the line.

Messrs. Gorham and Weld, Royal Cycle Works, both in their shirt sleeves and hustling to get packed up: Satisfied? Yes, more than satisfied. It was the grandest show ever held, and we are more than pleased with the outlook which it has given us for the coming year.

J. P. Walters, Stover Bicycle Mfg. Co.: I am satisfied, for we have closed lots of contracts.

E. J. Wilcox, Ariel Cycle Mfg. Co., in a whisper: We have done well. Sure we are satisfied. I have lost my voice talking wheels to the throng that have been here all the week.

W. A. Neff, Peerless Mfg. Co.: The show has exceeded expectations. We have closed deals in several of the large cities east of Cleveland. The show was better than we expected. Our ladies' wheel brought us lots of friends, and I have listed a number of names of people that want them right in this city, and unless I can place an agency here I shall sell to these people direct. The Kings County Wheelmen boys have been around time and time again and all want our racer, which seems to be their choice from all in the show.

C. W. Dickerson, Sterling Cycle Works: We have done a surprising business, and have upheld the prices in every instance. We could not sell our wheel at the prices that some were making, as the Sterling costs more to build than any of the wheels at the show. We are very much pleased with the results, and shall come again next year. We have disposed of a very satisfactory proportion of our output, despite the great competition which is brought about in such a show. We have convinced the trade that we stand at the top of the heap in the workmanship and material used in our wheel, and although our prices have been the highest at the show, we have upheld them. If we had been willing to meet the prices we have heard of, we could have sold double the number of wheels.

W. W. Stall, Boston Wood Rim Co.: We have not sold a rim. [But Mr. Stall winked the other eye as he said this.]

"Bob" Abbott, Raleigh Cycle Co.: Elegantly. We have sold a lot of tubing, saddles, and sundries, and have placed a large number of Raleigh agencies.

George Webb, Parkhurst & Wilkinson: The Webb tire has caught on nicely, and we have taken a nice line of orders for that, and for the general line of the firm. We are pleased of course, and will be at Philadelphia.

J. Elmer Pratt, Grand Rapids Cycle Co.: Have I sold wheels? Well, what do I always do? I have been compelled to refuse one order for 200 wheels, because our limit on production of that particular wheel had been reached.

William Herrick, Morgan & Wright: I have done first class, and have

of his company is limited for the first year and the Munger safety is so beautiful and so finely made a wheel that there was a great demand for it.]

L. M. Wainwright, Central Cycle Mfg. Co.: Yes sir, we are pleased; of course we are. We have taken more orders in proportion to our size than any of the dealers in this building. We are not going to Philadelphia as we are pretty well filled up with orders now and the expense is heavy for two shows.

Mr. Townsley, Derby Cycle Co.: Better than we had hoped for, and we have sold a number of the Pease tires, which several of the customers of firms on the floor would have on their wheels or not give the order. We are well pleased.



# SPECIAL NOTICE TO AGENTS!

The territory formerly controlled by Kingman & Co., Peoria, Ill., on FALCON wheels, will be represented direct from our factory in the future. Send for catalogue and prices. Many new features for '94, all of which are practical and conveniences to the rider.



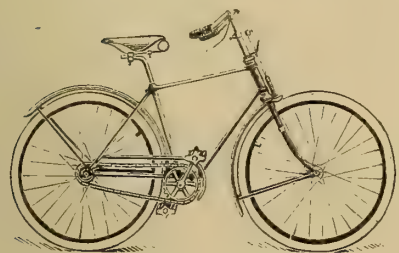
GENT'S ROAD WHEEL, weight 32 pounds.  
Price \$100.00



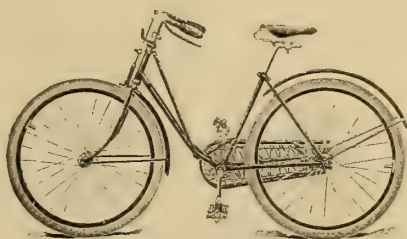
LADIES' WHEEL, weight 35 pounds.  
Price \$100.00



YOUTHS' DIAMOND FRAME, weight 28 pounds.  
Price \$65.00



YOUTHS' DIAMOND FRAME, weight 28 pounds.  
Price - \$50.00



COMBINATION BOYS' AND GIRLS' WHEEL,  
weight 33 pounds.  
Price - \$65.00



COMBINATION BOYS' AND GIRLS' WHEEL,  
weight 33 pounds.  
Price - \$50.00

## THE YOST MANUFACTURING CO., TOLEDO, O.

WORKS AT YOST STATION, DORR ST.

MENTION THE BEARINGS.

## Christmas Edition Exhausted—Nearly.

We have left at the present time LESS than two hundred copies of our Christmas edition. We shall fill no single orders for this magnificent book, but will send it out only to those sending us a year's subscription, and then only when requested to date the subscription from the date of that issue.



### Remember

That our special offer of one year's subscription for \$2.00, beginning with the Christmas number, is good for this month only.



### Dealers

To BONA-FIDE dealers during January, \$1.50.

### IN PREPARATION

For the benefit of those who are not fortunate enough to have secured our Christmas number, we now have on press a 24-page

### PORTFOLIO OF FAMOUS RIDERS

comprising the colored pictures given as supplements with our Christmas number, the colored supplements given with previous issues, and some in black only—twenty-two in all.

This portfolio will be included in all subscriptions received this month, after the Christmas number is exhausted, or will be sent, postpaid, upon receipt of 50 cents, stamps or currency.

WORTH ONE DOLLAR.

## THE BEARINGS PUB. CO.

Isabella Building.

46-48 Van Buren Street, CHICAGO.



taken orders for 6,050 sets of tires on the last day. I have been quiet about it, but you can rest assured I have got there with both feet.

Frank Ives, New York Belting & Packing Co.: The company has done well. I have done well too, for I have not had my tire here but two days, yet have taken a number of orders and made many friends for it because of its simplicity.

Eastern Rubber Co.: We have done a large business, and have orders on our books for about \$100,000 worth of business.

Indiana Bicycle Co.: We have no kick coming, and are well pleased with the business done at the show.

Wilson, Myers & Co.: We are too busy to give you an idea of what we have done, but that we have exceeded expectations is sure. New York is the place for the show. That we have held all along, and now we are sure of it. I do not think any of our numerous competitors will deny this. The Liberty for '94 is a taker, and a page of the good words said for it would be interesting advertising. Yes, we are pleased.

Overman Wheel Co.: Good? Well, I should say so. We have done as well as any in the building, if not better, and have caused no little wonder too with our tire-testing machine. But we will not give the snap away yet.

A. A. Taylor, Eclipse Bicycle Manufacturing Co.: We have transacted an awful amount of business, although we were late, and we will do a great deal of business as a result of the show that we can not foresee now. We had a poor stand, but the excellence of our wheels attracted the trade in large numbers, and we made a number of large depots that will handle a great many wheels.

Edwin Oliver, of Roger B. McMullen & Co.: We, of course, could not expect to do much as we reach our trade before they begin to manufacture wheels at all, and thus can have little use in showing. But we have done a good business notwithstanding, and are well satisfied.

J. M. Murphy, Keating Wheel Co.: What are we packing up for? Well, we are done, for we have sold not one less than \$100,000 worth of wheels, and have placed territory that means more than that even. We have secured the best of the agents throughout the country, and have a guarantee of splendid trade for the coming year.

N. Bryant, of Ames & Frost: We were late, and of course could not do the amount of business that we should have done otherwise. But we are satisfied we have done as well in proportion to the time we have been on the ground as any, and we shall go home well pleased with the trip. We will be right on hand next season with a good space, and will be distinctly in the swim. The Imperial is as good a wheel as any shown at this place, and we are pleased with the trip on this account, as it has encouraged us not a little.

Walter A. Measure, Union Cycle Mfg. Co.: If I had known what I know now, we should have had an exhibit here, and we will have next season. Rest assured of that. This is a great show, and I am glad it is so.

Messrs. Shaaff and Ray, of Gormully & Jeffery: This is a great show, and the Rambler should have been on the ground.

#### PICKED UP AROUND THE EXHIBITS.

Sid Black is well pleased with thoughts of a substantial raise in salary received.

Manufacturers at the show were disposed favorably toward the Giraffe, owing to its non-liability to side slip.

Manager McDonald, of the Raleigh Cycle Co., exhibited at the show a Raleigh safety frame designed for his four-year-old son.

While in New York at the show L. W. Conkling, of the St. Louis Refrigerator & Wooden Gutter Co., placed the eastern agency for the Lu-mi-num with Von Lengerke & Detmold.

"Yes, it will be a good thing," said H. A. Lozier when asked if the trade association would be a success. "All the dealers and members of the trade will come into such an organization."

F. M. Washburne, of the S. F. Heath Cycle Co., Minneapolis, did a large and paying business at the show with the firm's detachable pump. This has a universal connection and fits any tire valve without change.

Several well-known amateurs were seen in close consultation with E. C. Stearns during the early days of the meet and one at least will ride a Stearns another year. It is reported this firm will have a crack team next season.

The home of Frank Weaver, the Eagle company's hustler, was burned

to the ground during the first days of the show, and Mr. Dikeman came down to take his place while he went to Torrington to adjust the insurance.

Maltby made a specialty of his female rider and dude acts and amused the people to such an extent that he was repeatedly recalled. Maltby and Black did a brother act that was very clever for the time taken to practice.

Frank Fowler said on Wednesday that he would sell fully 500 wheels before the week was over, as compared to none at all at Philadelphia last year. And Fowler is a man who makes no rash assertions. He sold the number specified and more too.

There was no hustler at the show who did more real work than the advertising man of THE BEARINGS, F. J. Wagner. The amount of work of a substantial kind which this worker could accomplish was only controlled by the time in which he had to work.

R. L. Bertram, of the Buffalo Drop Forging Co., was at the show in the interests of his company, and succeeded in getting into the business in a large degree. This firm supplies manufacturers all over the country with drop forgings, and has one of the largest plants in the world.

Stirk, the trick rider, was arrested at the close of the show by agents of the Gerry Society, to answer to several charges of employing children under sixteen years of age in public performances. It was held that he had kidnapped one of the misses, and that she was not his daughter.

From good authority the report is received that Lozier & Co. will put out a team next season and that prominent riders have been approached. There is certainly no prettier racing wheel than that shown this year by the Lozier company and a wheel made so thoroughly well should be very speedy.

The Sterling Cycle Works closed deals with C. F. Eberhardt, Cleveland; the Novelty Carriage Co., Rochester; W. A. Butler, Syracuse, and Haradon & Sons, Springfield, Mass. Mr. Dickerson also reports a deal for a large territory in the west, which he can not announce definitely for a few weeks.

One of the sensations of the week was the reduction in price of the Waverley Scorchers to \$85. During the first two days of the show many orders were taken for this wheel at the \$100 list, and when the price on the wheel was reduced to \$85, and the rest of the line reduced in proportion, the orders fairly rolled in.

The New York Tire Co.—the Bidwell tire of old—had a stand which attracted much attention owing to its self-healing, or rather non-puncturing, tube. This can be fitted to any clincher tire. Some are being sold to tire manufacturers of the later patterns, as they

will be able to turn out a self-healing tire with this tube.

"Birdie" Munger was presented with the great seven-inch tire which the Palmer Tire Co. exhibited at the show, and will make a wheel to fit the tire, the Palmer company promising to make another tire to match. This will be a Munger wheel in every respect, and will prove a great "ad" on the racing circuit this season. Just what the weight would be the builder could not say.

William Montague Perrett was well pleased with the show and announced a number of large contracts. To the Pennsylvania Bicycle Co. over 300 lanterns were sold. S. H. Myers, of Augusta, was given the southern agency for the Raleigh. Many other orders were taken and the business of one day was equal to the business of all last year at the Philadelphia show.

Birdie Munger is building for Miss Birdie Whitbeck, of New York city, a ladies' wheel to weigh not over seventeen pounds at the most. Miss Whitbeck was very popular with the select few at the show and secured a number of sundry articles for her wheel. It is intended by the builder that this shall be the best ladies' wheel that was ever turned out, as well as the lightest ever built.

Penseyers & Haberer, of Buffalo, had a successful season in '93 and will double their business in '94, making, all told, 600 wheels. The firm are now at work on a quadruplet which will be the lightest machine of the kind ever turned out. On this it is intended to mount a team of Buffalo riders and establish a list of records for this machine. This firm make the Globe safety, which had a most successful year on the road and path the past season.

It was a noticeable difference between the Philadelphia show of the

DON'T FEED THIS INDEPENDENT HOG  
ANY LONGER - HE IS FAT ENOUGH - !  
**BICYCLE DEALERS**  
SHOULD SEND AT ONCE FOR A COPY  
OF OUR "SCARLET LETTER" AND OUR  
1894 DISPLAY SHEET, PRICES ETC.  
"SECURITY" BICYCLES =  
ARE THE KIND TO BUILD UP YOUR  
TRADE ON - YOU CAN SUIT EVERY  
CUSTOMER  
THE "SECURITY" AGENT WILL  
FIND OUR WHEELS THE BIGGEST  
MONEY MAKERS ON EARTH.  
GIVE US A CHANCE TO PROVE IT!  
**SIEGFRIED WALPOLE MFG. CO. - CHICAGO -**  
THE CASH BICYCLE HOUSE  
Mention The Bearings



previous year and this one that the orders taken were of the substantial sort. Dealers were present in numbers sufficient to keep every exhibitor on the jump. Some were discouraged the first of the week, and on Wednesday, when the business really was done, nearly went crazy, so great was the reaction. As prosperity showed itself the feeling against the second show seemed to vanish.

Tillinghast, the tire inventor, is again on his feet, and will have announcements to make in a few days. Mr. Tillinghast will make no attempt to do other than show his tire to the trade this year and handle such



orders as he may secure this late in the season. His former tire was a success, and there is no reason why the latest effort should not turn out quite as well. At the show he did not have a sample, but renewed old friends and promised something more substantial in the future.

Alex Schwalbach was a constant attendant at the show. This hustling Brooklyn dealer brought Judge Sweeney, of Brooklyn, to the banquet Thursday night. Judge Sweeney has been a great friend of the wheelmen and in a few years has caused intense suffering among the Coney Island road hogs

in the vicinity of Brooklyn. When the case of one who received six months for his actions on the road was brought up, the learned jurist said, "Well, the man received only what he deserved if I gave him six months, for I never was known to deal unjustly with any man."

Thursday morning the employes around the show were having fun with their friends with a clever device which was brought out by the Eagle company. A crowd would tackle a man with a story of the lightest wheel at the show, and with a mysterious nod would carry him away around the building to the farthest side, to some stand, where they would spring a card on him on which was shown a ladies' safety-pin and marked, "The lightest ladies' safety at the show." Everybody bit readily and THE BEARINGS man was no exception to the rule.

The Marble Cycle Co.'s wheels were shown by L. C. Jandorf & Co., of New York, and considerable business was done in spite of the fact that the territory for this line is all apportioned in territory east of Buffalo. "Smalley" Daniels was present in the interests of the makers. He reported a deal with the Gormully & Jeffery Mfg. Co. for a large line of rims, which his company has just patented. This rim has a special dove-tailed joint which Daniels declares to be the best of the kind on the market. He had a line with him and succeeded in closing a nice number of orders.

H. A. Lozier was greatly amused when a number of the prominent manufacturers came to him regarding the Cleveland's narrow tread, and said that they would shortly put wheels with narrower treads on the market. When THE BEARINGS man called on Mr. Lozier for his write up on the first day of the show, he was shown a Cleveland with the narrowest tread of any road wheel at the show, and told at the time that it would be a short time only before all the others would be following the Cleveland in this respect. The truth of his assertion was shown before the week was half over.

W. G. Rankin was among the trade with his well-known toe-clips, and succeeded in disposing of a large lot of them. W. G. Rankin & Co. have a clip that is known everywhere. This year the firm is showing a flat steel clip for rat-trap pedals, and is finding a ready sale for it. This flat steel toe-clip will meet a long-felt want, as racing men and others have been compelled in the past to have them made for them at considerable expense. The regular wire toe-clip for rubber pedals has been greatly improved, and will sell as of yore at 50 cents, while the steel toe-clip will readily command the price of \$1.

John Hoffman and T. P. Vottler were at the show the entire week in the interests of the firm's patent oil-can, the Pneumatic Pocket Oiler, made under patents owned by them. This oiler is claimed to surpass all others in that it has two spring plates near the end, and is of a shape to enable the

# TRIBUNE CYCLES FOR 1894.



SEND FOR CATALOGUE.

**THE BLACK MANUFACTURING Co. - ERIE, PA.**

Mention The Bearings



rider to reach places difficult of access. The oiler is provided with an internal pin which gives ease in cleaning out oil holes and prevents leaking. The firm handling this novelty are Chas. J. Hauck & Son, of Brooklyn. These cans are sold in large lots to all of the principal dealers, by whom they are praised unstintingly.



J. D. Lasley, of the Columbus Bicycle Co., was at the show with a sample of the firm's \$100 wheel called the Columbus. This wheel, fitted with M. & W. tires and wood rims, will weigh but twenty-four and one-half

pounds. It is the lightest wheel at the price in the market, and costs so much to build that the firm refuse to sell to jobbers altogether. Two-thousand five hundred will be made and a large proportion of the output has been sold already. Agencies have been placed with the following firms: George F. Lutz & Sons, Buffalo; Hanauer & Bros., Cincinnati; White Cycle Co., Trenton; O. S. Lear, Columbus, and Dayton Cycle Co., Dayton, O.

L. W. Conkling, of the St. Louis Refrigerator & Wooden Gutter Co., was at the show and was proud of a deal closed one morning at 3 o'clock. Mr. Conkling, among other things of interest regarding the material of which the Lu-mi-num is made, said that their metal was resilient to within 1-2 to 1 per cent. of its breaking point and that the modulus of ultimate elastic strength is 8,000,000, meaning that a bar with a cross section of one square inch, subjected to a strain of one pound, will stretch 1-8000000th part of an inch and regain its lost point. The tensile strength of the material in bar form is 26,400 pounds.

A. W. Warren and L. M. Hastings will be on the road for the League Cycle Co. the coming season, and Warren will ride a racing wheel of the chainless variety on the track.

## You Want It.

...THE...

### PITTSBURG STAND

(PATENTED)

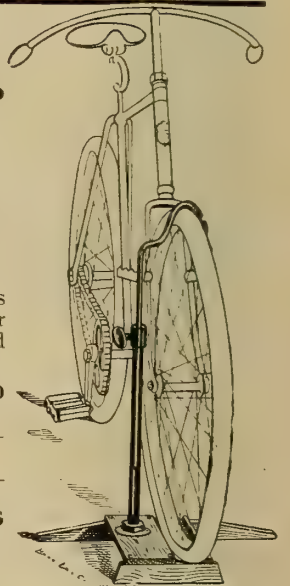
Is quickly and securely attached or detached; fits all sizes and styles; attached to either front or rear wheel, and when attached the wheel may be moved at will.

CORRESPONDENCE WITH THE JOBBING TRADE SOLICITED  
SEND FOR CIRCULAR AND PRICES.

PRICE \$1 EACH.

WM. M. JUSTICE & CO., Manufacturers  
PITTSBURG, PA.

Mention  
Bearings.



## A Wheel with a Silver Lining.



Aluminum Rims.

G. & J. Tires.

# THE EAGLE

M. & W. Tires.

Palmer Tires.



## The Eagle Bicycle Mfg. Co.

Torrington, Conn.

MENTION THE BEARINGS



# THE BEARINGS

Vol VIII  
No 26

THE CYCLING AUTHORITY OF AMERICA

CHICAGO, JAN. 26, 1894.

## RAYMOND ON THE AMATEUR QUESTION.

The Chairman of the Racing Board Gives His Opinion on the Solution of the Great Problem.

NEW YORK, Jan. 20.—Howard E. Raymond was seen by a BEARINGS representative and asked a few questions that were designed to ease the public mind of some of the topics that are agitating its composite mind. At the first sign of a question, he said, "I don't want to talk. I will have all I want to do on my hands when I get to the National Assembly."

"I suppose that the Racing Board will recommend the adoption of Class A and Class B?"

"That was the action which was taken at the last meeting of the board and as a matter of course that is the plan which we will carry out."

"Do you not think that there will be as liberal a basis for fraud if you succeed in having your scheme adopted, as there was before?"

"I don't see how."

"Well, the manufacturer will want to see as many winnings on his wheel in Class A as in Class B, and he will not hesitate to put his hired men in Class A where they can win prizes, and incidentally advertise his wheel. With Class A he will pursue the same tactics that he has been pursuing during the past season. Is this not true?"

"No, sir! I am of the opinion that with the two classes we will be able to keep pretty close tab on the men of the pure class, and will be able to detect anything in the nature of crooked work."

Mr. Raymond was informed that two manufacturers were already planning to put teams in the class to be labeled "A," and he at once wanted to know who the manufacturers were. Of course this information was not given, and he ejaculated rather tartly, "That's right! You fellows all find out the things that are crooked and when we come to you for the information, you refuse to give it up."

He admitted that the makers might go in for the prizes in Class A, but thought that it would be a comparatively easy thing to discover the men who were going wrong.

"But, Mr. Raymond," said the BEARINGS man, "there are several ways of skinning a cat and the different ones are all known to the amateur of today. He has a family that is rich, or an aunt, or a brother, or a club that is willing to stand his expenses, and a thousand and one ways besides to dodge the issue. Don't you think he will do it?"

"That's all right, but I told you that I was not going to talk. If you want to know what my ideas are, come down to Louisville next month. I may not be the chairman of the Racing Board another year and I prefer not to say anything until I know the ground on which I am standing."

### N. C. A. Can Run Amateur Race Meets.

"But one more question, Mr. Raymond. It has been said that in the case of there being a Class B that there could be formed a monster organization to run race meets for profit in such cities as would pay. Is that so? Could the N. C. A., for example, take up this branch of the sport and get sanctions to give meets in the various cities where they have tracks under League rules?"

"Well, they would have to do the business through some club, but I guess that they could do it all right and make a good thing out of it, too."

He was asked what he thought of the outlook for racing the coming season and replied that it was never better; that there were in his hands applications for more sanctions than ever before at this time of year, in the proportion of three to one.

As regards the non-acceptance of horse-paced records, he said that he certainly did not think that the board's action should be contested, as the horse was so entirely foreign to the bicycle that the acceptance of such records would tend to confuse matters more than ever, and that they were bad enough now. He continued, "I think that competition should be pushed to the front. I would like to see paid pacemakers in every race; but by paid pacemakers I do not mean men paid in cash but paid in prizes. This would draw the fields out, as we have seen them drawn out several times this past year at various meets, and no one will fail to admit that it was the one thing that made most interesting contests, of what would otherwise have been very tame races."

"How about unpaced records? There are those who think that if this

class of records was recognized that by the time this season closed we would see an unpaced mile inside two minutes."

"That may be so, and I will think favorably over the matter. Those riders in the south, while they made very fast time, would undoubtedly have made equally as fast time if they had had the proper bicycle pacing."

"But think of the cost, Mr. Raymond!"

"Cost to whom?"

"Excuse me. I never said a word," replied the scribe.

Just at this juncture the interviewer was called away, but he did not leave without having received the strongest kind of an impression that Raymond's speech at the National Assembly meeting at Louisville will be a red-hot one.

## REAL WINTER IN ENGLAND.

LONDON, Jan. 6.—The cold weather which set in last Saturday has continued, and as I write London lies under several inches of snow, with the thermometer many degrees below freezing point. The snow came down on Tuesday night, and several subsequent falls have increased the original layer. All traffic is delayed and impeded, and among cyclists the snapping of cranks is by no means uncommon. Sunday last saw many wheelmen down the Ripley road, where the going was hard and good. Every branch, twig, and spray were thickly coated with sparkling rime, giving quite a fairy-like aspect to the classic route, and adding a new charm to the scenery in Richmond Park. This week end few but the very hardiest lovers of the wheel will venture forth, for in the country the sidewalks are perfectly obliterated and the drifts of snow render dismounts necessary in places. In town filthy black slush coats the roadways. The cold has been intense, and the piercing wind, driving the icy particles of snow everywhere, has made outdoor exercise a very mixed delight. To-day, however, the wind has dropped and in the dead calm the low temperature is more endurable. Skaters throng the principal railway termini, and excellent ice already bears in many places. This sudden advent of wintry conditions in their severest form has been a surprise to most people.

The week has been a dull and uneventful one, the interval between Christmas and the resumption of cycling festivities having only just expired. On Monday evening there was a brilliant gathering at the Stanley clubhouse to celebrate the new year. Frank Shorland, Bidlake, Jack Dring, and a host of well-known Stanleyites and their friends sat down to supper, after which there was the time-honored punch bowl, and amid the blue wreaths ascending from giant churchwardens, cigars, and cigarettes, there followed a musical programme of a first-rate order.

Harry J. Swindley goes to Paris next week to represent the *Cyclist* at the exhibition of cycles to be held in the gay capital. Swindley has toured in France in the past, but this will be his first exposure to the allurements of the most delightful of cities. But there, is he not a stern and responsible benedict?

THE BEARINGS' Christmas number came to hand in London this week and is regarded by all with unfeigned admiration, being pronounced a marvel as regards its liberal size, its first-rate letterpress, and the artistic reproductions which embellish its many pages. It is a credit to Chicago, a monument of business enterprise, and a triumph of editorial sagacity. Some of the advertisement illustrations are the best I have yet seen in connection with the cycle trade.

Bobbie Burns—as his friends affectionately dub him—has been appointed general manager to the New Howe company. Although a very young man, Mr. Burns possesses considerable acumen and first-rate business qualities, united with personal manners which render him popular in every circle. The company is to be congratulated on its selection.

The Lady Cyclists' Association is arranging a concert and dance at Queen's Hall, Langham Place, for February 21, to which a number of well-known wheelmen will be invited. Several celebrated public women have promised to take part in the evening.

Next season the Putney track will be cemented for twelve feet of its width, or double that of last summer. P. T. Litchfield, a well-known Anerley C. C. rider, has taken over the secretaryship, and the prospects of the path are considered to be rosy indeed.

C. W. HARTUNG.



## ANOTHER RICHMOND IN THE FIELD.

**Boston Thinks that the Hub is the Proper Place to Hold the '94 Meet—What the Bostonians Are Doing.**

BOSTON, MASS., Jan. 21.—Boston wants the national meet in 1894, and she intends to have it, if good hard hustling can get it. She has begun a bit late in the day perhaps, but she don't mind a little thing like that. She believes in the old story of the two dogs, that both fought for a bone, while he third dog got it. With Asbury Park and Denver fighting, she does not see why she can not stand a pretty good show.

The idea was first started one morning this week, when it appeared as a simple suggestion in one of the morning dailies in the cycling column. Since that time everybody I have talked with seems to think that it is a good scheme and that it may come to pass.

In the first place Boston represents, through its division, at least one-fifth of the entire membership of the League, and has a right to ask for something from the National Assembly. It is eight years now since Boston had the national meet, and she feels that she has a right to it. As for the entertainment, she has no doubt but what she can give any other place points and then beat them all hollow. It is the first consideration, when settling such claims for rival districts, to consider what place will do the League at large the most good. Now it may be that Denver would attract a great many cyclists, but it is not at all probable. Who would go from New England, or any of the middle states? Nobody. They won't go out there, when they would not go to Chicago. There was not a baker's dozen of Massachusetts men in Chicago, and they surely would not go to Denver. In the next place, there are very few people in Denver who are members of the L. A. W. This is a comparative statement of course.

Massachusetts, with her fifth of the entire membership, should have the meet. Asbury Park, to be sure, is in the east, but it can not entertain on anything like the scale that Boston can. While a great object of the League meet is to gain new members, their first object is to amuse the members already in. Boston can do this. Without a doubt she could secure a large sum for the entertainment of her visitors. She has had long and generous experience in that sort of thing. Why, any division meet of the Massachusetts division is better than any national meet and has larger features and more brilliant entertainment. See the spring division meet in Boston last May, when 2,500 wheels were in line—the largest wheel parade that ever was held in the country, or even in the world. Blessed with sand-papered roads and a beautiful harbor strewn with beaches, a track second to none in the east, 6,000 wheelmen eager to do the honors and entertain—what more can any one want of attractions? But taking up the second consideration, that of new members for the League. Suppose the meet was held in Denver. Are there so many wheelmen there that the meet would result in the large addition of members to the L. A. W. rolls? But in Boston and the vicinity there are many hundreds of wheelmen who are not members of the League and who would join it if they were shown what it was, and what inducements it offered to members. Last spring there were 1,000 new members added to the Massachusetts division, the direct result of the spring meet. Now while these members were added to this division, they were also added to the League of American Wheelmen, and they would be again if the national meet of 1894 came to Boston.

The *Bi. World* is a better, more newsy paper this week than has been issued for many a day. It starts off with an announcement that it understands the special publication committee of the L. A. W. has solicited bids from every leading cycling paper in the country. Then follows a dissertation on the political situation. It announces, or rather reprints the announcement, that the Luscomb ticket will be filled out with Willison, Perkins, and Mergenthaler. It says that this ticket will get New England (with the possible exception of Connecticut), New York, New Jersey, Pennsylvania, Maryland, and the south. And then it says that these states control 110 votes out of 183 in the assembly.

Now why will this ticket get the south? Luscomb is all right, because he has stood with the south on the negro question; but Perkins has never stood with the south, and he has no reason to expect that it will vote with him, unless he keeps quiet about it and says nothing in the convention or anywhere else. If he does this, he is turning right round on his stand. How the slate makers figure that this ticket will capture the whole south is a mystery, with Perkins on it, as he has so long and violently fought the south and her interests. The *World* says that it is understood that the west counted on one of the Perkins combinations, but Mr. Perkins' affiliation with the Luscomb element has knocked out the Sheridan deal effectually. Luscomb has been known to throw Massachusetts down on combinations before this, and what has been done may be done again.

The next article in the *World* is a long and whining complaint that the divisions did not play fair and so they want all the members of the League to know who is to be blamed when they mourn the loss (?) of the very newsy, always correct *Bi World*. It is a long old rigmarole and a senseless one, which is a rehash of ancient and weary arguments.

And then there is the whole long list of amendments and the resignation of President Burdett and a host of other things that are pretty interesting.

The annual meeting of the A. C. C. was held last night at Mr. Young's inn and some interesting business was transacted. In the first place they inaugurated a blacklist. The secretary of the A. C. C. is to keep a blacklist of all members who have been expelled from clubs for misdemeanors or non-payment of dues since March 1, 1893. This was unanimously carried, and it is hoped that by this means the dead beats will be kept from joining

clubs and staying in just long enough to be fired for non-payment of dues. This list will be open to the inspection of all duly qualified club officers.

Another move of great importance was the drawing up of a committee whose duty it will be to make a set of rules to govern road racing of the association or for any one's use. This is a move in the right direction, as heretofore there have been a multiplicity of questions which have risen when road racing events have been pulled off. The annual report of the officers showed that there was \$1,613 in the treasury. Of this sum a dividend of \$25 was declared to each member in the association. President Dean recommended that the value of prizes at the tournament be reduced and recommended the establishment of a challenge team shield, to be won three consecutive years by the same club before it can be permanently held. Officers were elected as follows: President, Spencer T. Williams, of the Malden Club; vice-president, A. D. Peck, of the Massachusetts Club; secretary, F. S. McCausland, of the Somerville Club; treasurer, Leo Abrams, of the Roxbury Club; executive committee, J. S. Dean, of the Boston Club; W. S. Doane, of the Cambridgeport Club; H. W. Robinson, of the Charlestown Club; auditing committee, A. J. Frothingham, F. S. McDonough, of the Mt. Washington Club, and F. C. Bond, of the Waltham Club.

Guy Gary will go on the track next summer, and will go into training in the hands of a thoroughly competent trainer and handler. This is comforting news to the sport lovers of Boston.

### The Latest from Quakertown.

PHILADELPHIA, PA., Jan. 20.—This week in cycling circles has been marked by the annual minstrel show of the Century Wheelmen. So great has been the demand for tickets that instead of running it two nights it has run the whole week this year. The entire performance, scenery, mechanical effects, and properties were the work of members of the club. The stage is put up in the gymnasium, and the front of the house was magnificently decorated. As in former years the whole production was under the management of E. H. Collins, with Oscar Righter as stage manager and scenic artist, G. A. Bilyeu property man, and Professor S. H. Carey leader of the orchestra. The honors were divided among Messrs. Collins, Oellers, Matheys, and Tucker, while the soloists, Messrs. Schell, Raber, and Carpenter, won great applause. Messrs. Maull, Fitler, Wiltberger, and Bell all came in for the honors. During the week the Century Wheelmen banjo and mandolin clubs performed every night.

At the Academy of Music on January 13 the Century Wheelmen banjo club won the second prize—a \$200 banjo—in the contest between twelve of the leading Philadelphia banjo clubs.

The Park Avenue Wheelmen, of Philadelphia, are to have a Midway Plaisance this month. Many new and startling features will be introduced.

The Park Avenue Wheelmen, of Philadelphia, have secured a page in the *Cycle Guide* and will use it as a club bulletin for news, etc. It is called the *P. A. W. Gazette*.

Every one in Philadelphia talks cycle show. In fact they seem to think that the New York show instead of detracting will only help to aid us by comparison. New York may have the building but Philadelphia has the wheelmen who know all about cycles and go to investigate, and not out of mere curiosity or to see outside attractions. To the credit of the Philadelphia papers it must be said that they have done very little mud slinging.

Thomas Hare has been again elected president of the Century Wheelmen.

### Club Runs in Kansas City.

KANSAS CITY, MO., Jan. 22.—The present winter has been a delightful season so far for cycling and the sport has been going on merrily ever since autumn without any interruption occasioned by bad weather or poor roads. The Kansas City cyclists are having lively times. Regular club runs have been made every Sunday and on moonlight nights, and smokers, card parties, etc., provide amusement for the members indoors. Some of the members are possessed of the century craze and 100-mile runs have been made every Sunday for the past four months. The regular course is to Paola, Kas., and back. The road is comparatively level and just now is as hard as macadam. W. W. Jacques made the first century this year on New Year Day and O. C. Mandeville earned his sixteenth C. R. C. bar on the third. Unless all indications fail, Kansas City's importance as a cycling center will be greatly enhanced next season. Most of the club men are enthused with the racing idea and we expect to take the scalps of St. Louis' finest next season. The reduced price of wheels and the good work being done by the park and boulevard board and the county prisoners (for eighty men are at work daily grading and paving the county roads) will all have their good influences and there will undoubtedly be a large accession to the ranks of cyclists before the summer is ended.

### Big Club in Difficulties.

ALAMEDA, CAL., Jan. 14.—The Alameda Bicycle and Athletic Club is on its last legs. It was organized two years ago with a membership of 150, but it now numbers about forty. Financial difficulties have beset the club and unless something can be done to ward off creditors it will have to give up its fine track. The club has a lease of the land for five years and has improved it in many ways. The track cost something over \$1,500 and it seems very hard to lose it. The club officials are doing everything in their power to save the organization from the sheriff's hands and it may be that they will succeed; if they are not successful, a new club will be immediately organized.



## FOR GOOD ROADS.

**The Coxe Bill, if Passed by Congress, Will Give us a Perfect System of Roads—Milwaukee Laboring Unions Indorse It.**

MILWAUKEE, WIS., Jan. 25.—The local federated trades council at a meeting last Thursday night, indorsed a petition to Congress favoring the passage of the Coxe bill, which provides for an appropriation of \$500,000,000 for the improvement of highways in this country. The petition was unanimously indorsed by the council, which comprises all local labor unions. Copies were also circulated among all the unions which have a membership of 30,000. The petitions will be indorsed by each union and sent to Congress.

The agitation for good roads is growing. It is estimated that there are in this country 1,000,000 miles of roads that need improving. A reasonable estimate of the cost of constructing good roads is \$4,000 a mile, or \$4,000,000,000 for the entire system. Enormous as the amount of the cost will be, statesmen have figured that the government can build a perfect system without issuing bonds. By building a reasonable portion of the roads each year until all shall have been constructed, and by apportioning the expenses among the nation, the states, the territories, the counties, and possibly the townships, it is believed that it will be possible to secure the coveted good roads without issuing bonds.

Twenty years would be a reasonably short period for building 1,000,000 miles of suitable highways. This would require the construction of 50,000 miles per year. Two hundred millions of dollars would be the annual expense. On the convenient supposition that the nation at large would bear one-half of the expense and that the states and territories, together with the counties, should bear the balance, the general government would have to appropriate annually \$100,000,000. This would not represent a very considerable additional burden, for three-fourths that amount is expended at present by the postal department on highways. Of the remaining \$25,000,000 a large share, say \$10,000,000, could be wiped out by employing the regular army force in those sections where their presence is required. As a rule, it may be said, no less than 20,000 men, who find army life irksome because of its idle monotony, could be employed to good account on the highways. The majority of state governments, as well as the counties and townships, it is believed, could also so provide for the expense that the tax burden would not be greatly increased during the period of construction.

It is inconceivable to many how the idea can be entertained for a moment that the construction and maintenance of highways can be entrusted safely to individuals or private corporations for gain. Only a little in advance of this, it is declared, however, is the so-called subdistrict road supervisor system. County control, as a rule, shows still a marked improvement over the two plans named, and wherever the states have entered into the field of roadmaking, with effective legislation, even greater improvement is noted. But of all roads ever constructed in the United States those which the national government has built, are, or have been, the best.

A striking illustration of the comparative merits of national and local management of public roads is to be found in Germany. The best roads of that country were built by the states which now constitute the empire while they were yet independent kingdoms, and were thus the creation of the national governments. Absorbed into the empire, the states were no longer distinct nations. What had been national to them before, now sunk into the ranks of provincial. The roads had been constantly improved previous to the formation of the empire. Now narrower and cheaper roads are built and the highways of the Fatherland, excellent as they are, do not compare favorably with those of France, over which national authority is exercised.

Until recently the inhabitants of cities of this country have generally regarded the building of country roads as an undertaking that belonged to the farmer alone, the expenses of which he should bear. Of late, through natural causes and the general agitation of the question, a better understanding has been reached. The mud blockades in the various sections of

the country in the last few years have served to bring merchants of towns and smaller cities to the realizing sense of what bad roads mean. Three years ago the merchants of an Ohio city of 30,000 inhabitants lost, on account of muddy roads, in two weeks of the holiday season, over \$100,000 of trade. Smaller cities and towns suffered still more in proportion, being more directly dependent upon the trade which the farmers supply.

The subdistrict and the town plans of building and maintaining roads have been given ample trial and have sorely disappointed those who have favored them. The quickest and the most satisfactory, and in fact the only sure way to secure good roads throughout the country, in the opinion of many, is for the national government to step in and exercise its rightful authority.

A number of the members of the Milwaukee Wheelmen are doing light gymnasium work so as to be in fair condition when the season opens. Many of the riders are skating for exercise. The Wheelmen do not expect to have a fast racing team, but there are a number of speedy road riders in the club.

The Thirteen Club has elected the following officers for the ensuing year: President, Charles Dean; vice-president, W. N. Durbin; secretary and treasurer, Len White; directors, A. B. Anderson, L. R. Rhine, Charles Dean, Len White, and W. N. Durbin; captain, Edward Roth; first lieutenant, J. S. White; second lieutenant, Lee R. White. The club will give a ball in May.

The new officers of the Milwaukee Wheelmen were installed on Saturday evening, after which President Hutchings appointed committees for the ensuing year. H. P. Andrae will be chairman of the racing board,

Will L. White chairman of the entertainment committee, and George Bartels chairman of the house committee.

The committee appointed to audit the books and the accounts of the Wisconsin division, L. A. W., has finished its work and found everything O. K.

### Road Agitation in California.

SAN DIEGO, CAL., Jan. 19.—The County Road Convention, called by the board of supervisors to discuss the best and most feasible means of raising the funds to carry on the good work, decided to recommend the issuing of \$100,000 bonds to be voted upon at the next general election. The money is to be used in the construction of five good main roads and the improvement of laterals. At Sacramento last Saturday, the board

of supervisors decided to have the issuance of \$500,000 bonds for road improvement come up at the next general election. The people will, in all probability, vote in favor of the bonds. The good roads agitation in Sacramento County will furnish an incentive in other counties that will give California some of the best roads in the country.

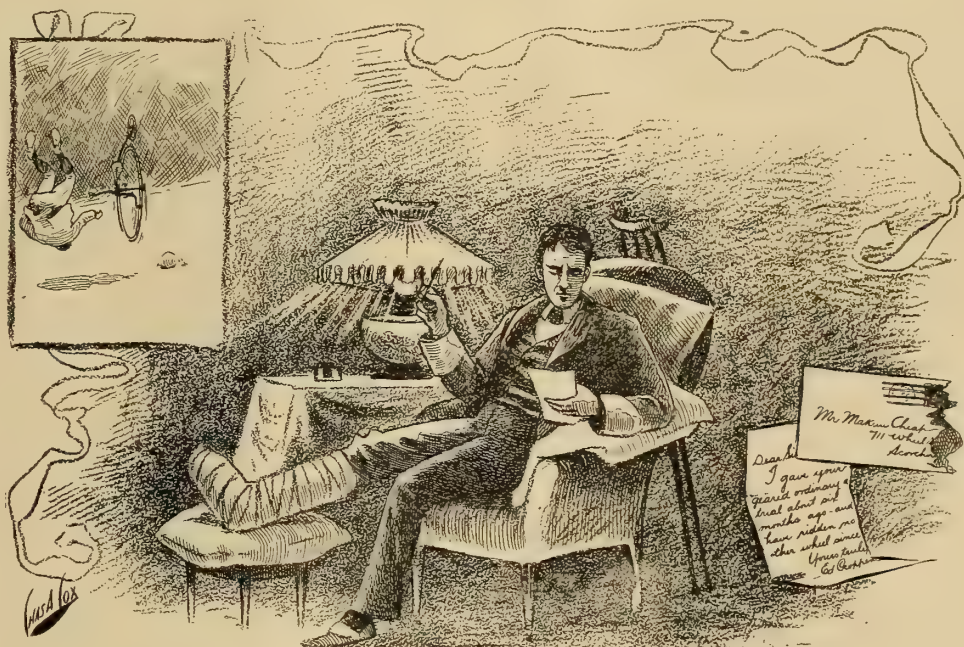
### Des Moines Wheelmen Aiding the Poor.

DES MOINES, IA., Jan. 20.—The wheelmen are taking hold of the problem "how to feed the poor." On January 3 the Des Moines Cycling Club will give a grand charity ball in behalf of the destitute, and has about completed arrangements which will assure the affair being the greatest success of its kind in the history of the state, both from a financial as well as a social standpoint. The cream of Des Moines aristocracy is lending aid to the various committees and from present indications the club hopes to turn over a clean \$1,000 to the associated charities as the wheelmen's part in the good work of "helping the unfortunate."

The club held its annual election of officers Tuesday, and amid great excitement the old staff, with a few exceptions, were re-elected, W. C. Harbach, the president, receiving nearly eighty votes over his combined opponents.

The weather has been such since Christmas that with the exception of only three or four days the boys have been able to ride steadily. The past two weeks in particular have had no parallel, according to the old settlers, for a quarter of a century.

Reading will be in the racing circuit next season, probably with a new cycle track. The track of last season was a back breaker owing to a very distinct raise in the surface. The riders at that tournament said they would never come back if that track was used.



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GEO. K. BARRETT, EDITOR.

## THE OFFICIAL ORGAN.

There will be many things to occupy the attention of the delegates to the National Assembly next month, but of them all there is none which will interest the League at large as much as the subject of the official organ. In spite of the fact that the contract with the Wheelman Company has some time yet to run, it is certain that there will be a change. It is an open secret that the publishers of the leading cycle papers, as well as several well-known publishing houses, have been asked to make bids for publishing the L. A. W. *Bulletin*. The Wheelman Company has steadily lost money on its contract and in the face of this fact it is scarcely probable that there will be any one who will be so hardy as to make a contract that on the face of it will be as favorable to the League as the present one. It is certain that if the League members are to receive a really first class, up-to-date publication that some radical changes will have to be made. The League, or the individual members, will have to pay for the paper if the publication is of the kind that the League ought to have, and we believe that they are willing to pay, not anything exorbitant, but at least a nominal sum. Among others The Bearings Publishing Company may make an offer to the League to provide it with such an official organ; and if the offer is made and accepted, the League will have such an organ as it has never had before. This company has been in the business sufficiently long to be able to get out what is generally conceded to be the best cycling paper published today and will offer the League nothing less than this, if anything. Our proposition, if made, will no doubt be in the nature of a surprise; but if in fair competition it is accepted, we can promise that it will do more for cycling and the League than any one thing that has ever before been attempted. If the members of the National Assembly are willing to see things go on as they have been going, all well and good; but if they want to provide a paper that will make more new members for the League than all the proselyting that individual members can do, then our proposition will receive the consideration that it deserves.

## WORK FOR THE NATIONAL ASSEMBLY.

The last issue of the official organ gives a long list of amendments that are to be acted on at the February meeting of the National Assembly. There will be an attempt made to establish the long-talked-of two classes of amateurs. This will be the subject, together with the questions of what the League will do for an official organ and what to do with the negro, which will arouse the keenest interest among the members at large. We have too often stated our views on the amateur question to make any extended remarks necessary. As the simplest and most easily enforced rule, we favor the one, "an amateur is one who has never raced for cash." Failing in this we hope to see the two-class system adopted. In the matter of the official organ we have a few words to say in another place. As for the negro, we confess that we can see no valid reasons, beyond merely senti-

mental ones, why he should be retained in the L. A. W. The other questions are well set forth in the *Bulletin*.

Briefly epitomized, the more important changes proposed are: Limitation of the power of the executive to make any contract exceeding \$1,000; payment of a salary of \$3,000 to the president; elimination of the secretaryship from the list of elective officers, making the office an appointive one; the creation of a cabinet consisting of the chairmen of the national committees, as an advisory to the president; the creation of a publication bureau; the provision that no division east of the Rocky Mountains shall be permitted to establish an official organ of its own; the letting of the *Bulletin* contract for no longer term than three years; a proposal that sanction for race meets be awarded to League clubs only, and that fifty members shall be sufficient for the organization of a subdivision instead of 100, as at present, and 100 members instead of 200 for a division; a provision for the increase of the annual dues, if necessary; the insertion of the word "white," drawing the color line sharply; the making of the subscription to L. A. W. publications an optional one, and the full text of the changes in the much discussed amateur rule, providing for the creation of two classes."

It is plain that to act on all these amendments, giving to each the discussion that it deserves, will take a long time, and we may confidently expect to see the meeting prolonged to three or five days. The matters are recommended to the careful consideration of the members at large, who should use their influence for the best with their delegates.

Then as to the matter of the official organ, which is of paramount interest to every member of the League. In approaching the question it will be well to take into consideration the offers of those who have made a success of their own business. To intrust the publication of this paper to any one who has not already shown the ability to get out a thoroughly first-class paper would be the height of folly. If this thing is done it will be the same old story of a paper whose only proper place is in the waste basket.

## DID NOT DELIVER PRIZES.

In the official organ appears a paragraph that will greatly interest the racing men who have not received the prizes that they rode for and fairly earned. The board has been a long time in coming to the point of taking this action, but now that they have started it is to be hoped that they will follow up the matter. Race promoters who advertise prizes and fail to deliver them are worthy to be ranked with thieves, and those who give prizes of less than advertised values with men who obtain goods under false pretenses. The paragraph reads:

"The Ancient Order of Hibernians, of Turners Falls, Mass., having held cycling events on May 30, '93, and failed to award the prizes, as announced on its programme, has been entered on the books of this board as unworthy of future sanctions to hold cycling events, and no sanctions will be granted said society until its promises have been made good. Racing men of that vicinity will please take notice, as competition under said society's auspices will result in a suspension from track racing. Racing men will readily recognize that this action is taken in their interest, and will aid the board in securing their rights by seeing that no support is given this society in a cycling way in future."

## STRAY SHOTS.

### Zimmerman's Record for 1893.

When THE BEARINGS estimated the value of Zimmerman's prizes for 1893 at \$15,000 it came nearer to the value than any other paper. For the first time since Zimmerman has been racing he has given out the value of his prizes. In round figures it is \$11,848, \$700 of this being for special prizes. He won thirty-five diamond pins, rings, and studs; fifteen bicycles, twelve sets of silverware, six clocks, eight watches, eleven medals, one piano, two cups, one lot, two banquet lamps, two wagons, two bronze figures, one chiffonier, one dressing-case, one suit of clothes, one mackintosh, one trunk, one traveling-bag, one gun, one sweater, and a set of tires. His most costly prize was the \$1,000 gold cup won at Indianapolis. Next in value was a \$600 piano which he captured at Pittsburg. Three \$250 diamonds were won at Milwaukee and Cincinnati and a \$250 bronze statue at Paris. Zim competed in seventy open events and won sixty-six of them. He rode in fourteen handicaps and gathered in eight firsts; of ten international events, eight fell to him; and of five lap races he finished first on each occasion. He won nine out of twelve championships, falling in two of them. He won three invitation events. To capture all of these prizes the champion had to compete at thirty-two race meets in five different countries, and rode 174 miles on the track in his races. The "skeeter" rode in 16 quarter-mile races, 3 one-third-mile, 13 half-mile, 1 three-quarter-mile, 41 one-mile, 13 two-mile, 6 three-mile, 1 four-mile, 6 five-mile, 1 six-mile, 1 ten-mile, and 1 twenty-five-mile.

### Mr. Snell's Dilemma.

Samuel Snell, of the Snell Cycle Fittings Co., had an experience once upon a time that he does not care to talk about, and only does so under the closest bonds of secrecy that it may not get into the papers. A BEARINGS man came across the story in the course of a railroad journey, and as he was not sworn to secrecy has decided to give the matter for what it is worth



and just as he got it. From the story told by THE BEARINGS' informant it would seem that Mr. Snell was returning from a trip abroad some time last summer with a friend, and was feeling very poorly. A train was taken at New York for Chicago, and as Mr. Snell could not sleep, when morning came he got up and finding the smoking-room of his own car full, he went into the next and laid down to sleep, or rather to rest on the settee. Here he fell asleep, and was there still when the car got away the westward side of Buffalo. Waking, he started for his own car, and was surprised to find that the car was not where he had left it. It had been left off at Buffalo to go by the Michigan Central route while the car he was on was going as fast as steam could carry it by the Lake Shore route. To appreciate the dilemma that the English traveling man was in, it should be stated that when he had made the change in the morning he had left all his clothes but the trousers he wore and the shirt on his back in the other car. When the conductor came around he had not a cent to pay with and had no clothes with which to appear at all respectable. He managed to convince the conductor that he was not an escaped lunatic, and that he could settle his bill, but he had to borrow the money from a sympathizing passenger and pay his fare. Then he borrowed a suit of clothes, or rather a coat and a pair of shoes—none of which fitted him—from the porter, and in this nondescript attire he passed a very uncomfortable day. When Chicago was reached he thought that his friend would surely be at the train, and so he returned the borrowed clothes to the porter with a thank you only. He was left very scantily attired for the cold damp Chicago day that was then prevailing. He alighted from the car, and as he went up the platform to the waiting-room he was of course the cynosure of all eyes. Through the depot he went and right out into the street, where the cabbies of course picked him out for a mark at once and made the going very disagreeable, as a matter of course. He finally jumped into a cab and was driven to his favorite hotel, the Auditorium, where he retired to his bed after a long session with the hotel clerk—who was not accustomed to having gentlemen come into the hostelry in that kind of attire—and there he remained for a number of days while waiting for his friend, who had all his clothes and valuables. As this friend had gone to another hotel, having forgotten the name of the hotel where the two had intended to stop, he of course could not remember the name, and had to search all the hotels in town. When he did finally come in, he of course explained the entire matter, and had the laugh on Snell for his actions and his misfortunes. Snell hates to talk of the matter, and will not do so when he thinks there is a newspaper man within hearing distance.

#### Why This Exodus?

Why are all the racing men going across the pond? Several have already taken passage and more have announced that they will sail shortly. Is it because Zimmerman and Sanger set the fashion and the less speedy ones are determined to be in the fashion at whatever cost? Or is it that there is more of the coin of the realm—or more of the coin of some other realm—that tempts the riders to brave the dangers of the raging deep with its accompanying seasickness? Or is it the fact that in the past season their earnings have been so large that they can not spend them at home? Or is it the pure love of travel and adventure? Ever since we have heard of this exodus we have been puzzling our brains to account for it. Will some kind friend who is in "the know" tell us all about it?

#### A Valuable List.

In the *K. C. W. Announcer*—the neat little monthly published by the Kings County Wheelmen—is a report of the completion of a list that other clubs may find it worth while to prepare for themselves. It is a record of the name, date of admission, offices filled, date of resignation, whether name placed on honorary roll, and any other note of interest of all the members and ex-members of the K. C. W. The names are entered in the order in which their owners were admitted to membership, from which it appears that since its organization, nearly thirteen years ago, the club has had 483 members, of which 149 remain. Of the first forty-six names, up to the date of the incorporation of the club in 1884, only one remains; but of the first 100 eight are still members of the club, all of whom will have completed ten years of service during the present year. Among the eight are the names of Charles Schwalback, M. L. Bridgman, and F. W. Loucks, the secretary of the Metropolitan Association of Cycling Clubs.

#### About Libel Suits.

Libel suits seem to be all the fashion nowadays. We have a few ourselves—just to be in fashion, of course—aggregating a few paltry thousands less than \$200,000. But that is not what we were going to talk about. The *Wheel* and the *American Wheelman* are having a whole lot of fun with each other and are keeping the lawyers fat. It seems to be the general opinion that the legal conflict was begun by the older paper, but such is not the fact. The first of the series of libel suits to which the two papers and their publishers have been made defendant and plaintiff, in turn, was begun by the editor of the *A. W.* We are seriously thinking of retiring from the newspaper business and going to New York and opening a law office.

#### Rich Will Race Again.

'Quilla Rich is living down near Boston in quiet elegance, and is happy. Rich married well and has a nice little wife. He was seen in Boston last week smoking a perfecto and taking things easy, with not a care on his mind and a look of contentment on his face that spoke volumes. Rich is already in training for the coming racing season, and has been seen taking long walks around Cambridge, where he lives,

## SOME FOREIGN OPINIONS.

Last week there arrived at this office, all the way from Chicago, a trio of Christmas numbers. Not, mind you, the ordinary common or garden Christmas number of commerce, but the live and artistic annuals of *The Referee*, *THE BEARINGS*, and *Cycling Life*. Nothing more beautiful has, I venture to assert, ever been issued from the cycling press. The first to make its appearance was *Cycling Life*, with a lithographed cover in no fewer than twelve colors. Closely in the wake of *Cycling Life* (I mean in point of time) followed *THE BEARINGS*, which furnished fresh exclamations of surprise and admiration. Another beautiful cover in five colors, less pretentious than its predecessor, served to inclose some magnificent work. How ever can they do it at the price? The Elgin-Aurora Course is illustrated by a series of snapshots, admirably done, but the best features of *THE BEARINGS* are the grand portraits of champion bicyclists. No fewer than eight colored photos are given, and many others not colored, while the pictures of different training tracks are excellent. Many photos of manufacturers and factories are reproduced, mostly, no doubt, with an eye to business. Taken all round, I prefer *THE BEARINGS*, Christmas number to either of the others. From this incomplete description it will be seen that the Christmas numbers are far in advance of anything produced in England in connection with cycling journalism, so far as typography is concerned.—*Sport and Play*.

Wonderful productions are the Christmas numbers of the American papers *THE BEARINGS*, *Referee*, and *Cycling Life*. From a printing point of view they are works of art. The illustrations are numerous and splendid, and there is an immensity of reading matter, much of which, however, is heavy. The cost of these numbers must be enormous, and to meet this cost the advertising charges must be enormous, too. For journals with large circulations to turn out such numbers would be ruinous. Nothing to equal them has ever appeared in England.—*Irish Cyclist*.

The Christmas numbers of both *THE BEARINGS* and *The Referee* of Chicago are a credit to the American cycling press. *THE BEARINGS*, in particular, is an altogether astounding production. In addition to numberless illustrations of first-class character, there are no less than eight loose colored plates of leading American cracks.—*Bi. News*.

We must really congratulate our American contemporaries, *THE BEARINGS* and *The Referee*, on their splendid Christmas numbers, which are a credit to the States. If the letterpress were up to the form of the printing and illustrating, these annuals might challenge comparison with those that we have seen of any kind. They are certainly artistic triumphs, and *THE BEARINGS* comes in a good first.—*Wheeling*.

Our enterprising Chicago contemporary, *THE BEARINGS*, has issued a grand Christmas number, quite a massive book of beautiful pictures and interesting articles. An illustration of Waltham track is one of the pictures and shows that speed-ground to have an ideal situation, a private little valley all to itself, surrounded for the greater part with low, wind-protecting hills. With that metal surface talked about, it should indeed be fast.—*Cycling*.

During the past week two further samples of the enterprise and taste lavished on some of the cycling papers have reached us from America in the shape of the Christmas numbers of *THE BEARINGS* and *The Referee*. Both of these publications are so excellent that it is difficult to say which is superior to the other; we welcome them both. They touch high-water mark in fine-art cycling literature.—*Scottish Cyclist*.

Of the Christmas issues, we would give *THE BEARINGS* first place, though *The Referee* is a worthy competitor. In the matter of cover *Cycling Life* has an advantage, but in other respects it falls a great ways behind its two older rivals.—*Canadian Wheelman*.

#### Ulbricht Breaks Another Record.

LOS ANGELES, CAL., Jan. 15.—The century run to South Riverside and return, under the auspices of the East Side Cycling Club, took place yesterday and was a decided success, although of the forty-five riders who started, but few completed the distance. The first three in were Ulbricht, the Chicagoan, Willie Jenkins, and Walter Tyler, all of whom finished in close order. Ulbricht's actual riding time for the distance—106 miles—was 7:40:00. This makes a new record for southern California. Considering the condition of the roads Ulbricht's performances reflect great credit both upon the rider and his wheel.

#### All Aboard for Louisville.

John O. Blake, of the bureau of transportation, has completed arrangements with the Monon for transporting the delegates to Louisville to the National Assembly. The rates secured by Mr. Blake are very low and a large party should be made up. Mr. Blake has received letters from several of the secretary-treasurers of the western divisions and it is probable that the Illinois delegation will be joined by those from Iowa, Wisconsin, and Michigan. If enough go, a special train will be chartered. The party will leave Chicago February 17 at 8:30 p. m., over the Monon.

#### Lewis Again Sued for Libel.

While D. H. Lewis, business manager of the *American Wheelman*, was in Chicago this week he was served with a summons to answer to the charge of criminal libel, brought by L. J. Berger, editor of *Cycling Life*, who claims that Lewis damaged his reputation to the tune of \$20,000 by an article printed in the *American Wheelman* several months ago.





## FLASHES OF CYCLING LIFE

BY THE IDLER

ADAME Patti received me cordially. The diva had been quite anxious to see me and in my presence discharged the man servant who had at first refused to grant

me an audience.

"Thes-a mon," said Adelina, in her quaint but pretty Dago accent, "ees wanna beeg-a slob. Hees-a what-a you-a call the-a dub."

I begged her to say no more about the menial, assuring her that I would thrash him within an inch of his dog life the first time I chanced to catch him outside. She was much pleased at this and it did me good to see the smile that animated her beautiful face as she thought of the hiding I was sure to give the man.

The madame was not feeling very well. She had just returned to the Auditorium from a rather severe sprint on Michigan avenue boulevard and had not yet recovered her breath after having been carefully rubbed down by two maids, without whom, I understand, she can not get along at all.

Patti presently got her second wind and then we chatted pleasantly about the delightful rides we had taken together many a time in the neighborhood of her beautiful Craig y Nos—her castle in Wales.

"Thes-a place is too-a flat for the-a fun," exclaimed the incomparable, as she waved her arm in the direction of all Chicago. "Give-a me-a the-a beeg-a hill, with-a plant-a fun, and the-a gude-a beer-a by the keg. Tak-a the scorch-a. Tak-a the long-a run; wanna beeg-a run, hundred mile. That is the-a stuff-a."

I called Patti's attention to our Century Club, its aims and objects, and she took down the address, swearing with that impetuosity which is all her own that she would join if she could draw a large house to her next concert in New York.

I desire right here to contradict a vile slander about Madame Patti that is going the rounds of the British cycling press. They say she is growing beefy and that her wind is short. This is an inhumane lie. Patti is just as fresh as ever. She is no more stale than she was ten years ago when she made the world's record for high runs. As to her being fat, that is all nonsense. She has not gained five pounds during the winter. She proposes to take a good long rest and go into training for the Dago championship early in May. Nicolini, of course, will train her and see that she does not begin racing until she is fit.

I asked her if she had anything to say about Louise Armaindo's claim to the female championship of America and the divine Dago replied by setting her dog on me.

Without claiming to be in Patti's confidence, I can say this much for the benefit of my readers: If Patti feels like it she will race in the international championships at Brussels next summer. If she doesn't, she won't. And what's more, she doesn't care a continental flip whether she does or not. Besides Nicolini she has already won more prizes than she knows what to do with.

### "Innocents Aboard."

I understand that Harry Wheeler, our young amateur who turned professional, is having a high old time in Europe. His adventures would read like a chapter from Mr. Clemens' (Mark Twain) "Innocents Abroad."

A friend of his took him into Westminster Abbey. "Where are you going?" asked Harry.

"I am going to show you the poets' corner," said the friend.

On their arrival at that sacred spot Harry turned around and looked about him.

"Where are the poets?" he asked. "Out in Chicago there are pork men in the pork corner, flour men in the flour corner, and wheat men in the wheat corner, but I'm gol-darned if I see any poets in this corner."

"They are all dead," said the friend.

"Then let's get out o' here," responded Harry, "'cause I don't like dead men."

When he was crossing the channel to go to France a steward handed him a pan on board the packet.

"What's this for?" asked Harry. "I don't see any soup in it. Want me to take up a collection?"

A little later Harry found to his cost what the pan was for. After having relieved himself of all that he had taken into his stomach for breakfast and luncheon, and having come to the conclusion that there was nothing true but heaven, our traveler swore he would spend the rest of his days on dry land.

On arriving in Paris he found the town excited by the Vaillant bomb-throwing in the chamber, and was followed for four days by two lynxes of

the Parisian police as a suspect. Of his struggles with his French confreres in the language of Gaul, we had best say little. Harry vows he will never forget it. "Oh!" he exclaimed, "if they could only speak English."

In Germany, when Harry wanted to go to Munich, he found it was not on any map. He was told he could go to Muenchen, but he said he didn't want to go to Muenchen.

A similar difficulty was met when he was forced to buy a ticket to Koln, when it was Cologne he wished to visit.

"I don't like French people," said Harry on his return to England. "The gazaybos can't talk their own language. When they want to say 'temp' they say 'tong,' and I suppose they would call Eddie Foy, Eddie 'Fwa.' Oh, they are lally coolers, they are."

### Couldn't Stand the Strain.

"Why does a burglar always remind one of a bicycle?" contemplatively asked McSweater of Bloomer as they were riding along together.

"And why?" said Bloomer.

"Well, in the first place he is likely to *handle bars* at any time of the night; then his *track* is easily followed; he has more or less to do with *chains* and *balls*; his *tread* is soft; he *brakes* into houses if the *coast* is clear; he *creeps* out and *slips* away in the dark; his *head* is long; he *forks* over half to his pal; he never *tires* of wrong doing, and will always *saddle* the blame on some one else; he often goes *down the road* and does *time* until—"

But here McSweater had to dismount and look to his friend, who had fainted dead away under the pressure.

### The English Version of It.

(With apologies to Messrs. Fox and Conroy.)

*First 'Arry:* I met Lord Snobsby out on the road this morning.

*Second 'Arry:* You don't say! Was he riding a wheel?

"No. He was on a saddle-horse and a deuced fine figure he cut, I can tell you."



"Did you speak to 'im?"

"Of course I did—the idea!"

"And what did he say?"

"'Get out of the way, you cad!'"

### Recollections of Summer Runs.

It is pleasant in these days of blizzards and high barometers to think of fresh fields and woods, the odor of green grass, the white sun-beaten road winding like a ribbon along the river or over the hill, the cow in the pond, the baby houses in the village at the bottom of the valley, the color and the beauty of the country in June or September.

Yes, yes, and it is also pleasant to dwell lovingly on the present and palpable fact that in these days of cycling discontent our palms are free from corns, and that we are not struggling under the hideous apprehension that the next minute will bring upon us the horror of a puncture in our rear tire.

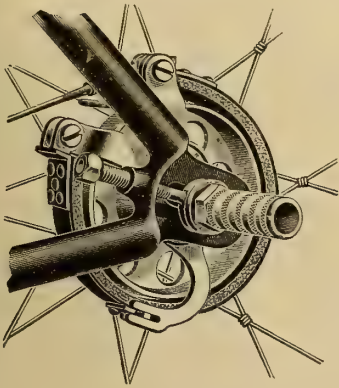
### Compromised for Two Hundred Dollars.

W. L. Darmer, of the Hudson County Wheelmen, has just secured a notable victory in the Brooklyn courts. On this case the New Jersey division of the League has spent much time and money and to them is due the victory. Herbert W. Knight was the attorney who prosecuted the case. It was on May 14 last that Mr. Darmer, while riding at speed on the highways of the county, struck a log carelessly left in the middle of the road by a housemover (Wink Clines by name), and falling heavily broke his collarbone in three places. He sued for \$5,000 damages, but as the man had no money and offered to settle for \$200 he took up the offer on the advice of his lawyer.

Harry Wheeler did not meet defeat from the hands of Medinger as reported in last week's paper. Some one sent out the story, and it was printed in the English papers. Wheeler has not yet commenced to train, and is spending all of his spare time studying French.



# The Columbia Band Brake



We again attach to our full roadsters the band brake which has been established by its use on thousands of our 1893 safeties as the most effective that has ever been devised. It is easily operated, quickly applied, holds sure on any grade, and releases instantly. Its connection is entirely out of the way, takes up no room, and makes slight increase in weight over the commonly used pattern of spoon brake.

For our lighter wheels, except Models 33 and 37, we supply when desired a neat and easily detachable front wheel lever brake of our own design. The new forged spoon will be found very strong and effective, while so acting on the tire as to reduce to a minimum the danger of wearing or cutting. Its connection is light and neat, and the adjustment to admit of lowering or raising the handle-bar is readily made and positive.

A full description of Columbia wheels and specialties in our beautifully illustrated catalogue, which may be obtained free at any Columbia agency, or we mail it on receipt of two two-cent stamps. The Columbia leaflet mailed free on receipt of a postal card.



BOSTON.  
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POPE MFG. CO.

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HARTFORD.

Mention The Bearings

*Hickory*  
TRADE MARK

*Hickory*  
TRADE MARK

## Look out for Hickories

We are now prepared to fill orders for 1894 machines. Our force of six traveling men are out with samples, and all the principal cities and towns will be visited. In all places where we are not at present represented, new agents will be appointed, as we are out for a record.

Our machines this year embrace many new and valuable features, and you want to ride one.

**HICKORY WHEEL CO.**

SO. FRAMINGHAM, MASS.

Mention The Bearings

SEND FOR CATALOGUE

*Hickory*  
TRADE MARK

*Hickory*  
TRADE MARK

## The Hartford Safeties

FOR 1894

Are in such variety of patterns and at prices that cannot fail to please all buyers.

Men's and Ladies' Light Roadsters, price \$100.00

Men's and Ladies' Full Roadsters, price \$85.00

Boys' and Girls' Light Roadsters, price \$75.00

The 1894 catalogue will be ready about January 1st and will be sent free on application to

**The Hartford Cycle Co.**

HARTFORD, CONN.



**Facts Are Facts.**

**2 plus 2 equals 4.**

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In one year two months our wheel,

**The Fowler**

has made a reputation and record that is absolutely unequalled. In that short time we have, by public approval, taken our place and held it in competition with the finest wheels made. We are not of the easy, satisfied sort, not a bit; and we won't stop—mind that—until we have gained our goal—as builders of the best and finest wheels.

WE WANT GOOD AGENTS. WRITE US.

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**HILL CYCLE MFG. CO.**

142-148 West Washington Street,

CHICAGO, ILL.





*The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.*

#### Appreciates a Good Thing.

*Ellis B. Wager, editor of the Titusville (Fla.) "Star," writing to the Stokes Mfg. Co., says: "We are all well posted here—read "The Bearings," as all good wheelmen ought to do—and we have not got a bit of use for a wheel that is not up to date."*

#### A WORD TO THE RETAILER.

Last season was a bad season. No need to tell you that. Every one knows it too well. You do not want the present season to be bad, and you will not allow it to be so if you can prevent it. You remember that a few years ago the retail trade in no end of cases lost a great deal of trade because the wheels that they had ordered on a blanket contract were not delivered when the riding season opened, when they were wanted. That is so, and will be so again this year in a great many cases. And why? Well, trade received a dreadful setback last season and every one is conservative. The makers are watching their shops carefully. They are determined not to make up any more wheels than they are sure they can dispose of. The supply houses were caught heavily last season, and they are watching credits carefully and carrying small stocks of goods. What will be the result? When the demand comes, as it is bound to come, there will be many makers who will not be able to meet that demand. They may not have made preparations for meeting as large a demand as they will find, or they may have every facility for getting wheels out in a hurry, may even have the parts that take the most time all ready made up, but will be unable to get the balance of the stock to complete their orders. That means delay and loss of sales for you. A word to the wise is sufficient. Be sure you have placed your orders in such a way that they will be filled; and with firms that are capable of filling them.

#### SOME ADVERTISING DOES NOT PAY.

This is the season of the year when manufacturers are placing new advertisements and renewing old contracts. There are too many firms who do not pay enough attention to the question of advertising. In the cycle business it is a particularly important matter. The manufacturer can not do without the trade paper, and yet he can not patronize all of the thirty-five or forty which make a call for his patronage. How is he to determine where to draw the line. The shrewd advertiser will keep a careful record of all the advertising he places; he will note all answers to advertisements, and will credit them to the papers which produced them. He will not stop here. He will keep track of his business, and he will note not only which papers bring the most answers, but will note as well the actual amount of business that is the outcome of those answers, and through them of the papers. At the end of the year he will figure it all up and he will find that some of the papers have made money for him, and that the money he has spent on others has been as bad as thrown away. This is what the wise advertiser will do. At the end of the year he will find that THE BEARINGS leads the procession a long way.

#### FREE, A RACING WHEEL.

Probably the best souvenir to be given away at the Philadelphia show will be a complete working model of W. H. Wilhelm & Co.'s Model E racer. This miniature wheel will be complete in every detail and it will be worth while to go to Philadelphia just to get one. Readers of THE BEARINGS who can not get to the show should not despair. Just drop a line to W. H. Wilhelm & Co., Reading, Pa., and tell them that this paper told you of their offer and they will send you one free.

#### Wylie Will Leave Chicago.

H. H. Wylie has joined the Ariel forces and will travel for them in the east and the southeast. The agency for this wheel for the entire section of New York state has been placed with Porter & Gilmour, of New York City.

#### PHILADELPHIA IS READY.

**The Quakers Have Completed their Arrangements for their Big Show—All Spaces Taken.**

Since the inception of cycle shows it is doubtful if there has ever been displayed the same amount of interest as is evinced in connection with the fourth National Cycle Show, which opens in Philadelphia on Monday next. Notwithstanding the fact that a large exhibition was held in New York only two weeks ago, the space at the Philadelphia show is not sufficient for the requirements of the trade. This is due to the tardiness of some of the manufacturers, who have either neglected to secure space or intended not to exhibit at Philadelphia until after the results of the New York show were known. Since the closing of that show the committee in charge of the Philadelphia show has been flooded with volumes of applications, many of which were declined. This difficulty could have been overcome had the applications been received at an earlier date, as the spaces were allotted more liberally to early applicants than they would have been had the applications been more numerous. That the show will be an unqualified success is assured from the fact that every space has been taken, and by the most representative concerns in the country, not excepting any one. The conditions of the trade and finances of the country bespeak a greater volume of business at next week's show than at any show ever held in this country, for the agents everywhere appreciate that this is their last opportunity to examine the models for '94, and the date being suitable to the conditions, they will not withhold the placing of contracts as they did at the recent show.

Everything indicates that the exhibition will be largely attended by agents, and that no maker will regret having exhibited there. The features of the show in Philadelphia are without comparison. The large cycling population known to exist there makes that city most desirable for the holding of a national exhibition, and the previous shows that have been held there have resulted in a great impetus to the local business transacted. Every arrangement necessary to the comfort of the exhibitors has been provided, and the recognized hospitality of the Quakers is so well known, it is scarcely necessary to say that the reception of strangers will be most hearty. The attractions at the show will be the Stirk family, Sid Black, and Chas. G. Kilpatrick, who will be strong drawing cards for the local public. The Germania orchestra will give promenade concerts afternoon and evening. No show has been so thoroughly advertised both in the trade and lay press, and the amount of space devoted by the Philadelphia papers to reading notices has stirred up the general public to a realization of the importance and immensity of the show. Exhibitors would do well upon arriving at Philadelphia to communicate with the committee at their office 104 South Fifth street, or at the office at the show building during the week of the exhibition.

#### E. H. Sperry Sues the Pope Company.

A Denver paper says that cycling circles have been stirred up by a damage suit of big proportions. In fact there are a pair of them for the aggregate sum of \$300,000. The suits grew out of a scandal in the shape of a small justice of the peace case brought by James Joyce, Jr., agent for the Pope Mfg. Co., against E. H. Sperry, secretary and treasurer of the Sperry Cycle Co. Sperry was accused by the agent of the Pope company with the misappropriation of some cycles belonging to that concern. Joyce swore out a complaint against Sperry charging him with the sale of bicycles belonging to the company, and pocketing the money. The case came up before Justice of the Peace Morse, and at a hearing Sperry was discharged on the ground that the complaint failed to make out a case. In the course of the proceedings Sperry was arrested and confined for a short space of time behind prison bars. The case was not of much importance, not enough so to attract much, if any, attention. But Mr. Sperry was greatly scandalized by the transaction. He contended that the charge against him was trumped up and without foundation in fact. Hence he is seeking satisfaction from the company that wrongfully smirched his name and deprived him of his liberty for even a day. The upshot of the affair has materialized into two suits, one for \$150,000 against the Pope Mfg. Co. and one for \$150,000 against their agent, James Joyce, Jr. The ground of action is false imprisonment and slander. The suits have been brought in the district court.

#### Grips Like a Bull Dog.

Year by year the Barnes Tool Co., of New Haven, Conn., have improved their wrenches and this year's pattern is far ahead of their previous models, especially in lightness and strength. Speaking of the wrench to a BEARINGS man, E. F. Barnes, the president of the company, said: "It is light because thin, and capable of use in the narrowest places on any bicycle; it is strong because broad, on a well-known correct mechanical principle. It is 5 1-2 inches long, opens 1 5-16th inches, and weighs less than 4 1-2 ounces. All our wrenches have these important advantages: they can be operated with one hand; the nuts can not fall off when they are opened, and the principle on which they are made secures the maximum strength with a minimum weight. They are all of steel, the jaws are thoroughly case-hardened, finely finished and nickel-plated, warranted as to material and workmanship, and cheaper than other wrenches of like quality."

The Kenyon Bicycle Co., of Des Moines, has changed its name to the Pacemaker Bicycle Co.



## POPE ON THE TRADE ASSOCIATION.

**The Big Manufacturer Says that the Members of the Association will Have Votes According to the Amount of Their Stock.**

BOSTON, MASS., Jan. 20.—A BEARINGS representative called on Colonel Pope at his office on Columbus avenue yesterday afternoon to interview him on the soon-to-be trade association. As the press man was ushered into the beautifully fitted office he was greeted cordially by the colonel. He said, "I trust I find you in good humor, Colonel."

"Why, I am always in good humor—that is almost always," replied the autocrat of the trade; "but why?"

"Because when a man is told at the very beginning of a call that he is going to be interviewed, it is a good thing for the interviewer to find him in the best of humor."

The colonel smiled as THE BEARINGS man continued, "I called to see what I could find out about the trade association."

"There is nothing to find out, for there has been nothing done."

"Well, tell me what you propose doing."

"I can not do that, for I am only one of the committee and I would be violating confidences if I told what their plans were."

"Well, it would be no violation of confidence to tell what your ideas are. The public is anxious to know."

"I can not say anything on the matter at all. The committee is at work and is going to try to have the plans all ready to submit to the trade at Philadelphia. Then it will be open for every one to come in or stay out as he sees fit. We are going to force no man into the association and will bar none out."

The press man was not to be put off by any such talk as this, and so after the conversation had drifted from one subject to another for several minutes he renewed the attack by inquiring, "Is the association going to attempt to regulate the matter of guarantees?"

"No sir," said the colonel emphatically, "this association will not attempt to deal with the business of the trade; it is organized for other purposes. What do I care whether any other man guarantees his bicycles or not? Or whether he guarantees them for six months, or a year, or two years? The association is not going to deal with any such matters at all—at least not at first. When the big makers get together and discuss the trade topics it would not be strange if there should be some things for the good of the business that they would agree on." Then, as if he thought he had spoken too freely, he added, "But there will be nothing binding at all. They would merely agree on the matters."

Continuing he said, "We are looking up the organizations of other trades and will try to get the best that there is in all of them. There is not a trade in the country, of the magnitude of the bicycle industry, that has not its trade organization of some kind. It fell to the lot of the big makers to start the thing, for the big men would never follow the little ones; and it is but natural that the little ones should follow the lead of larger and older concerns."

"Will the number of votes to which the members of the association are entitled depend on the amount of stock that they buy?"

"Well, it seems that way. If a man puts \$1,000 in a business and another puts in \$5,000, would not the man who put in the larger amount be entitled to the greater influence?"

"That depends on how you look at it in this case. But I hear that there is a movement on foot for the members of the association to withdraw their patronage from all but a very few of the cycling papers. What is there in the report?"

"There is not an industry in the country, large or small, that has so many trade papers as the cycling trade. There are altogether too many. It seems as though when any man or boy, who thinks that he can write, gets out of a job and has no money, he feels called on to start a cycling paper. It seems as if every little town in the country has its cycle paper. The thing must be stopped. Four papers are enough for the country, one in New York, one in Philadelphia, one in Boston, and one in Chicago. Look at your own city for example. There is THE BEARINGS, the—the—*Referee*, and—what is the name of that other new paper out there? Well, there are three, and one is enough. Something will probably be done in the matter. If the trade patronizes only a select few, the others will soon die a natural death. Perhaps there is room and support for a few more than I have indicated, but only as local papers, supported by the retail trade."

The conversation drifted along until the matter of prices came under discussion.

"When we decided to reduce our prices," said the colonel, "we made up our minds that we would put them at a figure where they would stay for some years to come at least. In spite of the fact that we have made such a big cut in prices we have not reduced the cost of the wheels a bit, but on the other hand they are more expensive to build than ever before. Why, look at the business! When a locomotive is built it is designed to stand eight times the strain that will ever be put on it and bridges are designed to stand twelve times the strain that they will ever be subjected to. With a bicycle there is a reserve strength of only 50 per cent. And yet people wonder why they break so easily. It is a wonder that there are so few breaks. Here we are putting out a twenty-one and a half-pound wheel for road use. It is, I think, stronger than our thirty-pound wheel of last year, but there has to be more than careful workmanship to build any wheel of that weight and to have it stand up. It is the fellows who insist on skurry-

ing over the country on the lightest wheel that they can find, that will bear their weight, who have forced us to this point."

In speaking of the English makers the colonel said, "All this talk on the part of the English makers about their big factories is all bosh. There are half a dozen factories in this country that are larger than any that they have in England. They don't have factories there; they have shops. Half of the manufacturers buy their parts and merely put their machines together, and by the way they advertise you would think that they had enormous plants."

As THE BEARINGS man rose to take his departure he was given an earnest invitation to visit the Pope factory at Hartford.

### Bretz on the Trade Association.

Jacob Bretz was seen by a BEARINGS representative and asked what his views on the new trade association were. He said in substance that he thought that every member in the association, whether a large or small stockholder, should have an equal voice in its affairs; that the association should take care of the annual show, abolish the guarantee system, and above all take steps to confine the advertising patronage to a few representative cycling papers. He was very emphatic on the latter question and said that the number of papers—some of which were really very good—was so great that the manufacturer could not possibly advertise in all of them and never felt safe to stay out of those which he did not care for, for fear of their damaging his business.

### Kansas City Trade Promises to be Brisk.

KANSAS CITY, MO., Jan. 18.—The Avery Planter Co. have secured the agencies for the Fowler and the Temple Special. H. R. Warren spent a week in Chicago in the interests of the firm, investigating the merits and demerits of various machines, with the result above indicated. The company's full line comprises the Sterling, Fowler, Temple Special, and Featherstone's line.

From present indications it would not appear that the prospects for the exclusive retail cycle dealer for next season are particularly bright. The large jobbers, Kingman & Co., Avery Planter Co., and Stutz & Walker, will all do a retail business. They have good wheels and hustling agents—all good and well-known riders—to sell them and they will no doubt get the cream of the trade. There will be room, however, for one or two retail stores (not more) with repair shops in connection. Children's wheels will be in great demand; and as these goods are now shod with pneumatics, the repair man should be kept busy all the time. The most undesirable part of the cycle business—that of taking wheels in trade—will also go to the exclusive retail dealer, as the three concerns above mentioned will not take old wheels as part payment. Undoubtedly the disastrous results of last season are largely due to the practice which then prevailed of allowing exorbitant prices for wheels taken in trade. Our best riders want and will have a new wheel each season, so of course this "trading in" is a necessity to the business; but the dealer should look to it that the cash payment is enough, or very nearly enough, to pay the actual cost of the machine he is selling. The scores of old, obsolete machines stowed away in cellars and back parts of stores in this city testify that this is the only safe way to handle that kind of business.

### Ensworth, Manager, New York.

No one would think; to see Fred Ensworth in his office at 20 Murray street, New York, where he holds the responsible position of manager of the eastern branch of H. A. Lozier & Co., that he had been a nomad for the last seven years. Such is the fact nevertheless, for it is almost exactly seven years ago today that he started out on the road for Lozier and he has been a traveler ever since. To be sure he did not sell bicycles in the early days; it was sewing-machines then; but he graduated from the sewing-machine business along with his employer and devoted his attention to bicycles. How well he has worked and what faith his employer has in him will be realized when we say that he has the entire management of the eastern branch and will look after all the trade east of and including Syracuse and Harrisburg, which from a bicycle standpoint is nearly half of the United States. He is employing his own men and has everything in his own hands and the success or failure of the branch will depend entirely on him. But there is no need to fear that there will be a failure. Ensworth is a man to whom the word failure is unknown.

### Trade in Wichita.

WICHITA, KAN., Jan. 19.—The local dealers have about decided upon their lines for '94. Last week W. E. Miles, the representative of the western branch of the Overman Wheel Co. at Denver, was in town and placed the agency for the Victor with the I. N. Stage Novelty Works, one of the largest bicycle repair houses in the state. Ramblers and probably Columbias will be handled by Mr. Carr, the old Rambler agent. Barnes & Newcomb, the music men of Wichita, will continue the agency for the Imperial, and are also on the market for another wheel. A. B. Slosser, who does a large renting business, will take care of Kenwoods here.

W. W. Whitten, of Whitten & Godding, said that his firm were enlarging their manufacturing and jobbing business and making a specialty of parts and fittings. The New Reindeer, a wheel turned out by them, will be greatly improved this season and will weigh but twenty pounds. It will be of the highest grade and lists at \$125. The twenty-eight-pound wheel lists at \$100 and all drop forgings will be used in it.



# THE TIRE OF TIRES.

A geometrical problem solved. Inner diameter increased. Lightning repair, anywhere, any time. No cement. No lacing. No mechanical fastening. No barking of the fingers. No profanity.

Independent of inflation. A new principle practically demonstrated, exhaustively tested, thoroughly proven. No rocking, rolling, or creeping in the rims; no chafing of parts, pinching of the air tube, or blowing off of the covers. No explosions. Cannot come off when deflated, nor be removed from the rims except with the hands. At Madison Square Garden, New York, in the six day's race, Frank Waller rode 402 miles in the first twenty-four hours, on a pair of Simplicity 47, breaking the World's record in competition. He also led all competitors at 84 hours and 88 hours, and proved to all who witnessed the race that the tires are fast and durable.

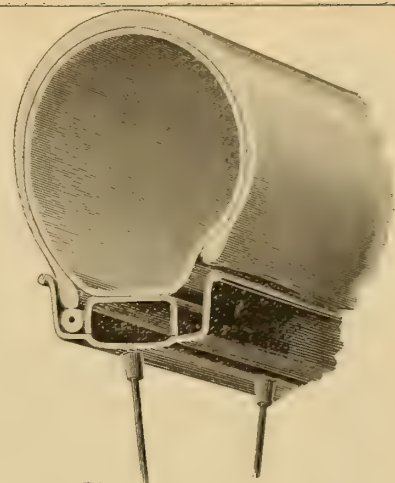
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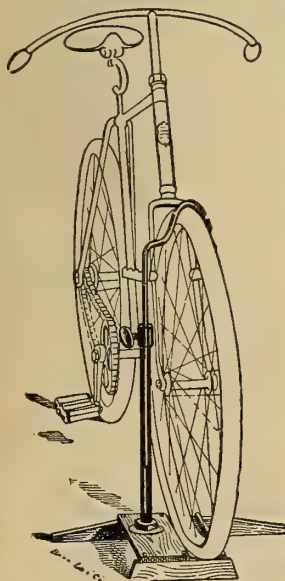
## Vice-President Galloway Visits Chicago.

H. E. Galloway, the new vice-president of the Indiana Bicycle Co., was in Chicago last week, having just come from the New York show. He had with him the tire made by the Indianapolis Rubber Co. under license from the Gormully & Jeffery Mfg. Co. Mr. Galloway is also president of the latter company. The tire he showed has many fine points. It is easily detachable, and the inner tube can be taken out and replaced in thirty seconds. The Indiana Bicycle Co. will use these tires exclusively on their wheels this year, and the Indianapolis Rubber Co. will have all they can do to supply this one firm. Next year they will branch out and do a much larger business. Mr. Galloway is well known among the

trade, having been with E. A. Kinsey & Co., of Cincinnati, for seven years. This firm deal in machinery and supplies, and Mr. Galloway has fitted out several of the large bicycle factories with the latest and most improved machinery.

## The Pittsburg Stand.

W. M. Justice & Co., of Pittsburg, showed a very neat bicycle stand at the show, and several handsome orders were taken. The stand is quickly and securely attached or detached; fits all sizes and styles; can be attached to either front or rear wheel, and when attached may be moved at will. The price of these stands is \$1. A glance at the accompanying cut will show the simplicity of the stand.



## The Victor Reservoir.

The Overman Wheel Co. some time ago secured a large tract of land between Chicopee Falls and Springfield, Mass., on which they have since constructed a reservoir with a capacity of from two to three million gallons of water. This reservoir is connected with the works and fire pump of the Overman company by an 8-inch pipe line, by which system an ample supply of water is afforded, besides leaving a large margin for fire protection, making the company entirely independent of the water supply.

The new offices of the Overman company, just completed, are the finest of the kind in the country. Besides the large general office for stenographers, billing clerks, etc., private offices are furnished for heads of departments. The latter offices are the president's, treasurer's,

advertising department, repair department, agency department, library and laboratory, stationery, newspaper and magazine files, containing spaces for filing 1,400 publications; master mechanic's office, financial department, telephone and telegraph. Dressing rooms for ladies and gentlemen are likewise on this floor. On the first floor are the offices of the superintendent, superintendent of construction, receiving, shipping and supply departments.

## Bode's Experience in Mexico.

E. C. Bode was absent from Chicago a month on his trip to Mexico for the Sterling Cycle Works, and was on the road for fourteen days. He did little business, for the reason that there was no business to be done. Mexico



E. C. BODE.

is an undeveloped country in the bicycle business and there is a large amount of missionary work to do there. English wheels are there in plenty. These were sent direct from England and are cheap, old-fashioned wheels of ancient pattern, although there are a few late patterns. The American trade is practically unknown in Mexico, Bode being one of the first on the ground and probably the last. The residents of that benighted country know absolutely nothing of the science of caring for a wheel and for that reason get little use of the bicycles they have. They know nothing of the pneumatic, and in one case a man was found with a wheel that he had had a period of seven months and ridden it but a week altogether. Shortly after receiving it he had punctured the

tire. He could find no one to repair it and could not do the job himself. The wheel was fitted with an English make of tire noted for its ease of repair. Bode made the man happy by again putting him on his feet, or rather wheel.

The dealers had a few old wheels in stock which they had had for many years and they did not seem to know what to do to dispose of the accumulation.

Bode says that the people of Mexico are the worst that he has run across, as yet, being densely ignorant and showing no inclination to advance. He visited five cities in all and his stories of the trip would make a volume of interesting reading. The hotels are like our northern prisons and are colder even than these institutions, the rooms being mere cells with adobe walls and no carpets. The size of a room is about the same as a prison cell and the bunk is cheerless and uncomfortable. He slept every night on a narrow bed with three blankets over him and his overcoat as well, and then was cold. These rooms have no windows, and the walls are several feet thick, made this way to keep out the heat of summer.

Bicycles sell in Mexico for about \$275. In making this statement it should be qualified with the fact that two Mexican dollars are only equivalent to one American dollar, thus making the price about the same as our present price. It costs a great deal to freight an American wheel to that country, while the Englishmen place a machine there for \$2.50 by freight. The duty is about 35 per cent.

## The "Rival" Cyclometer.

Every rider who amounts to anything has heard of the Rival cyclometer, one of the simplest, best, and cheapest on the market. This year the Yale Cyclometer Co., of New Haven, Conn., expect to cut a wide swath in the trade and they certainly have the goods to do it with. The Rival can be put on a wheel in five minutes and is absolutely noiseless. By the removal of one screw it can be taken from the machine. The price of the Rival is \$5.

C. J. Whipple, formerly with the Taylor Cycle Co., will cover Iowa for the Eclipse Bicycle Co.



## EFFECTS OF THE SHOW.

**Large Numbers of Society People Attended and Took a Great Interest in the Exhibits—New York Trade News.**

NEW YORK, Jan. 20.—One of the good results of the cycle show was the number of non-riders who were attracted to it, some through personal invitation and others through curiosity or desire to "take in" whatever new show happens to be in town. Many of these persons were of excellent social position and seemed somewhat surprised to find themselves in such good company. Indeed, the quality of the visitors was remarked all through the show, with the exception of one night, when a thousand free tickets, distributed by one of the local exhibitors, brought a crowd characteristic of a free show. It is to this more well-to-do class that the retail dealers will have to look for much of their business during the coming season. The business depression has cost many a clerk his situation, or a reduction in salary, and he will be in no position to buy a wheel even at a reduced price. Many of them have contracted debts, or used up their savings, that must be repaid or replaced before money can be spent for luxuries. It is, therefore, fortunate that the attention of people able to pay \$125 for a wheel, without feeling the expenditure, has been drawn to cycling by means of the show.

The dealers who sell wheels on installments are concerned as to the advisability of continuing that method on as wide a basis as during the past year. The feeling among them seems to be that the first payment should not be less than a quarter the price of the wheel, and that the term should in no case be longer than six months. Some of them have been selling at nine, twelve, and even eighteen months credit, and find, as a result, that they have on hand a quantity of uncollectable accounts, or second-hand wheels that they can neither sell nor give away.

An uptown concern that has been doing a large business in this line for the past two or three years has finally concluded it is not as safe or profitable as manufacturing and jobbing and will hereafter confine itself to those branches. The strongest and most conservative of the Brooklyn retail firms has also decided to give up installment selling, except in special instances, and will offer instead, if necessary, a discount for cash purchases.

Another of the suits for infringements of patents on tires has been begun. This time it is the American Dunlop Tire Co. against the Newton Rubber Works, "exclusive manufacturers of the Huestis tire."

As the Stearns wheels now sell themselves, W. H. Wells, who has been pushing them for the last two years, will hereafter devote himself to placing the Spalding in the same enviable position. His less athletic looking brother, H. M. Wells, will continue to give his attention to the design and construction of the Stearns.

J. S. Bowdish has succeeded the firm of Bensinger, McDonald & Bowdish in Brooklyn. These young men made an excellent reputation for themselves last year as conservative and reliable dealers, a reputation Mr. Bowdish is likely to preserve. He handles Raleighs, Stearns, and others.

The Ariel Cycle Mfg. Co. are reported to be negotiating for the establishment of a branch in New York City. As yet neither location nor manager has been decided on.

The supreme court issued an order on the 17th inst. dissolving the Geo. R. Bidwell Cycle Co. and naming Theron G. Strong as permanent receiver. He has been acting as temporary receiver since the failure of the company last September. Mr. Bidwell has connected himself with the Revere Rubber Co., of Boston, and will have charge of their New York store. Frank S. White, who managed the tire business of the Bidwell company, has bought from the receiver the patents and rights of the old company and has formed the New York Tire Co. The self-healing tire and constrictive fabric tube shown by them at the cycle show received high praise from those who saw it, but their location in the box spaces, among the late comers, was not favorable to attracting the public eye. Their tire seems to be a good advance toward the perfect tire that all are aiming to produce. A. C. D. Loucks, the former secretary of the Bidwell Cycle Co., has become superintendent of agencies for the Raleigh Cycle Co. Manager McDonald, of this company, left Saturday on a short trip to Chicago and Kansas City.

Most of the exhibits had been removed from the storage rooms of Madison Square Garden by Monday afternoon following the show, and the Garden had then been completely redecorated and the floor repainted and waxed for the Mystic Shrine ball that evening. Quick work! It is likely that next year the stage will be placed at one side of the Garden over the lower tier of seats, and somewhat reduced in size. The frontage of the space may also be slightly reduced and thus space be made on the floor sufficient to accommodate all the exhibitors.

The crowd on the closing night of the show was so great that the sale of tickets was stopped at the box office at 9:30, the limit of the estimated capacity of the building having been reached.

The Garden management are not yet ready with a statement of receipts and expenses. Exhibitors who have been anxiously figuring on the amount of profits made by the show and considering various plans for investing their share of the rebate allowed to exhibitors, will have to wait a week or so longer. Congress may authorize an additional \$100,000,000 bond issue to give them a chance to invest their 20 per cent. of the net profit.

Manager Sanger says a number of exhibitors called on him during and after the show desiring to secure space for next year. There seemed to be so general and favorable an opinion among the exhibitors that Madison Square Garden was the best of all places for the show, that the Trade Association is quite likely to confirm this expectation.

## Did a Big Business at the Show.

The Eastern Rubber Mfg. Co. were very successful at the New York show, and booked a large number of orders, amounting to over \$75,000. They contemplate building a large addition to their plant in anticipation of the demands of business in their line. These people began in a very modest way, and their splendid success has caused much comment. It speaks well for this concern that while dull times prevail, yet they are working over time, and state that they will put on a night force about February 1. Their exhibit at the New York show was a very attractive one. While they did not invest a large amount of money in showy fixtures, yet they displayed an amount of hustle which was invaluable to any company.

## Hands and Feet are Used.

D. H. Dorsett, well known to the general public, has put upon the market a wheel which attracted general attention at the show. Mr. Dorsett was formerly connected with the electrical subways in New York. Frank Albert, the long-distance rider, exhibited this wheel to the trade at the show. The object of this wheel is the maintenance of rotation of the wheels by means of a specially constructed hand-operating device, used either in connection with the usual foot power or alone, as the sole agency for propelling the machine. The construction of this manually operated machine is such that its autonomy is preserved at all times, and its functions not only allow the rider to instantly supplement the foot power without any special adjustment, but also allow him to discard foot power at will and propel the bicycle



THE DORSETT.

by hand. A further object attained is the propulsion of the bicycle by means of the hand-operated mechanism, no matter what may be the position of the lever at the beginning of the stroke; and whether the stroke be short or long, in one direction or the other, the rotation of the wheels is at once positive and absolute. The patentees are not in a position to manufacture these wheels as yet, but are figuring with a manufacturer or two. It is claimed that every muscle of the body is brought into active play through the arm movements. In ascending a grade both powers can be applied, and the work will be found much less. Each motion is absolutely free from action with the other, and either may be used at will. There is no added weight, strange as it may seem, for the extra appliance is very light, in fact a mere cord. There is also perfect freedom from lost motion by the clutches, and a constant force is always exerted at every point of movement by the manual mechanism.

## A Trade Association for Milwaukee.

MILWAUKEE, WIS., Jan. 25.—There is a movement afoot among local dealers to organize a trade association similar to those that have been formed in other cities. A. W. Friesse, president of the Friesse Boat & Cycle Co., is the originator of the scheme, and will shortly call a meeting of all the local cycle dealers. By forming the association the dealers propose to protect each other from unreliable buyers, to uphold the prices of wheels, to devise a system of exchanging old wheels, and to agree upon the terms on which machines shall be sold on time payments. Buyers will not get as long time and as easy terms on wheels as were given last year by dealers.

Articles of incorporation of the Telegram Cycle Mfg. Co., of this city, have been filed with the secretary of the state at Madison by W. H. Wolf, W. H. Morsen, and F. R. Pingree, who are the incorporators. The capital is \$75,000. Most of the stock is controlled by Messrs. George and Wolf. The company, which is the successor of the Sercombe-Bolte Co., is now operating its works. Telegram wheels will be sold for \$125 and Sanger racers will cost \$150.

The Stokes Mfg. Co.'s local branch may shortly pass into the hands of a new company to be known as the Reiter Bicycle Co. Stock will be taken by local parties, but Stokes will also retain an interest in the new company. J. E. Reiter has had charge of the local branch, and will be interested in the newly proposed company.

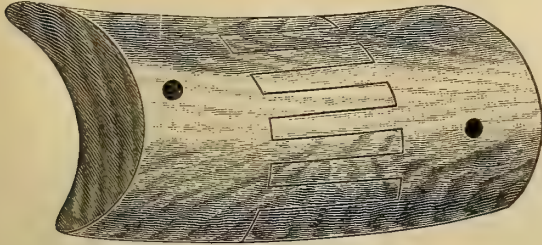


## WOODEN RIMS.

George W. Marble Gives his Opinions on the Subject—A Discussion that is Decidedly Interesting.

George W. Marble, manager of the Indiana Novelty Mfg. Co., has invented a new joint for wood rims, a cut of which we show. Mr. Marble has made a study of the subject and has put his ideas into readable form as follows;

EDITOR THE BEARINGS: Early last spring I began to study the wood-rim question. I was interested in it, having been engaged in the manufacture of articles of wood and metal since 1860. My long experience in these lines of manufacture led me to doubt the serviceability of the wood rims built on the principles upon which the construction of most of the



wooden rims then and now in use is based. I refer more particularly to the manner of splicing or joining the two ends of the piece or pieces of wood which form the rim. One of the most common methods employed is to skive or point the two ends and let them lap for about six inches and glue or cement them together. Another method commonly adopted is to use several thin strips, spliced as above, but with the several pieces glued or cemented together, making what is called the built-up rim. The first named is made of one solid piece of wood, the last named of several layers, about one-eighth of an inch thick, glued or cemented together. These rims seems to be all right at first, look very well when new, even last a long time, and stand up well and run true if they do not happen to be stored in a damp place or ridden in mud or left out in the rain. If, in fact, they are not exposed to the influence of moisture. This moisture may reach the rim through spoke holes that have not been properly waterproofed or possibly through a scratch in the waterproofing caused by contact with a sharp

object. It is gradually absorbed by the wood, which acts much like a sponge, only more slowly. Then what happens? Gradually but surely the wood softens. Then it swells and the glue, if glue is used, is dissolved in time and the joints or layers separate. If cement is used the effect is as bad on the styles of rims mentioned above. One section of the wood will swell as it absorbs the moisture. As it gets wider or larger than the piece to which it is cemented it tears out small fibers of wood, leaving the cement all on one piece. The spokes have a tendency to help along this detaching process, as all of them are pulling or drawing the rim toward the center, making the rim smaller in diameter, thereby drawing the rim together lengthwise, and tending to slip the pieces composing the lapped or skived point past each other. This strain of the spokes causes the built-up rims to kink as the cement becomes torn from the wood, and makes the solid rim slip at the skived or lapped point.

Did you ever see a carriage or wagon wheel with a skived or lapped joint or a built-up rim? No, you will say, I never did. If this construction is good in a bicycle rim, why not in a carriage or wagon-wheel rim, and why has it not been used? Many years experience in the construction of wagon and carriage wheels has demonstrated that no other than a joint coming together square across will stand; that when the iron tire is set the joint can not slip as it could if a lapped or skived joint was used. It may be urged that a bicycle wheel is different from a carriage or wagon wheel. I think so far as the wooden rims are concerned they are constructed on the same principles, and that the spokes of a bicycle (although it is a suspension wheel) exert the same pressure on the rim (if the bicycle wheel is properly constructed) as the shrinking of an iron tire on a wagon wheel.

The question then arose, how can these objections to the solid rim with the lapped or skived joint and the built-up rim be overcome? The objections to the built-up rim can be overcome and the use of glue or cement between the layers avoided by using the solid rim, which is unquestionably better, if a proper wood is used. Nature has done the work of uniting the fibers of the wood better than art can do it. Then, as to the lapped or skived joint, I became convinced that a square joint, like that of a wagon wheel, made to interlock, as shown in the accompanying cut, would stand without the use of glue or cement, and the greater the tension of the spokes the stronger would be the joint.



THE TIRE EXHIBIT OF THE GORMULLY & JEFFERY MFG. CO. AT THE NATIONAL SHOW, LONDON.



Perhaps I can make my meaning clearer by this illustration: An arch of a bicycle wheel including the joint is the same as the part of an arch including the keystone. How would a keystone stand if it was fitted into an arch so it would slip by as do the rims with the tapered or skived joint? The arch would fall of its own weight. Therefore the glue or cement is all that resists the tension of the spokes when this construction is used. But if the keystone was fitted so that the joint was on a line drawn from the center of the circle to its circumference, or a radius of the circle, it would resist almost any weight or pressure that could be put upon it.

So I have reached the conclusion that the only wooden rim that will stand for all uses (both wet and dry) is a rim made with a joint so that the tighter the spokes are drawn the more solid becomes the joint. Lateral or side slipping is prevented by an interlocking device as shown in the cut. Now as to the best timber to use, there are almost as many opinions as there are kinds of wood. It should be some close-grained hardwood, such as rock elm or maple, which is strong and light. Hickory is of course the strongest wood, but it is heavy. Second growth ash is a very stiff strong wood, but it is composed of layers, one of which is very porous, the other very hard. These layers are apt to be separated by the spokes drawing the nipples through and causing the rim to split. All wooden rims should be water-proofed after spoke holes are bored. Varnish should not be used, as the application of heat to cement the tire blisters the varnish, and no good lasting finish can be applied over varnish. Yours respectfully,

GEORGE W. MARBLE,

PLYMOUTH, IND.

Manager Indiana Novelty Mfg. Co.

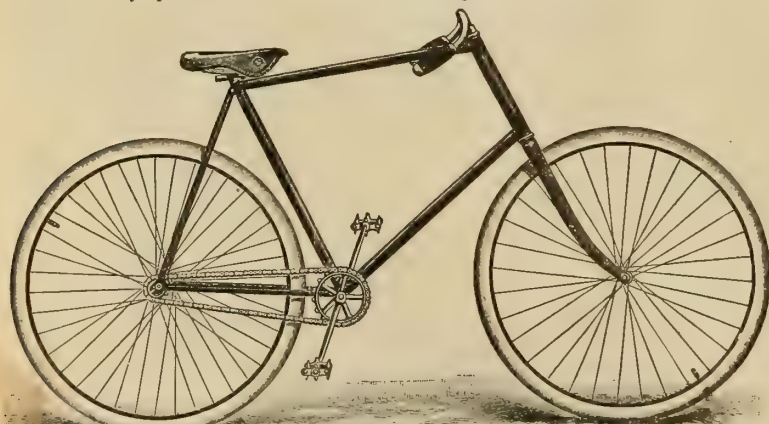
### The Two New "Stearns."

In this graceful model E. C. Stearns & Co. offer what they believe is the lightest practical road wheel yet constructed. It is designed for actual service on city pavement or country highway; at the same time it is so light that it comprehends all the requirements of a speedy track machine.



STEARNS SPECIAL.

During the past few months a number of these wheels have been in constant use for all-around riding; the results of their use, in addition to the exhaustive factory tests, warrant the Stearns people in guaranteeing the special as an eminently practical road mount for experienced and careful riders.



STEARNS MODEL A.

Every detail is worked down to the lightest point consistent with strength; each tube is strongly reinforced at the connection; the regular equipment includes their patent adjustable handle-bar, the complete machine forming a combination of special materials, skilled labor, and rigid inspection, in which no expense has been spared to make it an ideal wheel. The wheel weighs twenty-one and one-half pounds and sells for \$150.

The Model A is in every respect a thoroughly up-to-date, high-grade light road wheel, suitable for regular use or road racing for any except the

very heaviest riders. Every provision has been made to secure the greatest strength possible for the weight of the machine. Although listed at \$125, neither quality nor finish have been sacrificed in the least degree. Under the trade-mark of "The Stearns" it will readily stand a typical representative of those qualities which have earned for our wheels their reputation. Both wheels are twenty-eight inches in diameter, fitted with our new light hubs, Stearns wooden rims and improved dust-proof bearings. The wheel weighs twenty-six pounds.

### Have Changed Their Name.

The Metropolitan Cycle Co., of Reading, Pa., have changed their incorporated name to Acme Mfg. Co. They have recently moved into a larger factory, and will be able to turn out several thousand more wheels



than they expected to do last fall, owing to the new specially designed and automatic machinery which they have secured. Large orders have already been booked, and the Acme company expect to do a large business with their Neversink, Acme, and Stormer.

### They Make Bicycle Fittings.

The Worcester Ferrule & Mfg. Co., of 17 Hermon street, Worcester, Mass., are making a strong bid for the patronage of the trade, and they certainly have a fine line. They make a large variety of shapes and dimensions of pressed steel ball bearings cases, finished in any manner desired. They also make dust caps, pedal plates, T ferrules for handle-bars and frame connections; steel, iron, and brass ferrules; washers, etc. The Worcester company have been long and favorably known for their superior press work in cold steel, and from a small beginning in making steel bearings cases their work in this line has grown to large proportions, and today they are making large quantities of bicycle fittings for many of the leading makers.

### Mr. Bridger will Handle the "James."

Mr. Bridger has severed his connections with the James Cycle Importing Co., as it is the company's intention to go out of business. Having anticipated this for some time, Mr. Bridger has a shipment of 194 wheels just arrived, and will carry on the business under the name of James Cycle Co., at 103 Adams street, Chicago. Mr. Bridger says there will be a few improvements on the '94 machines, and the track racer will weigh from eighteen to twenty pounds; road racers, twenty-two, twenty-four, and twenty-six pounds. Mr. Bridger is now the sole importer of the James.

### Sieg & Walpole's New Store.

On February 1 the Sieg & Walpole Mfg. Co., of Chicago, will move into the store lately occupied by Horace Bell. They are now fitting it up in fine style, and while they intend to still use their present store, at 275 Wabash avenue, will make the new one a permanent headquarters, where Imperials, Securities, Centrals, and Falcons will be on sale. The old store will be devoted entirely to the sale of second hand and shop-worn machines.

### It Is Double-Acting.

There are pumps and pumps, but one of the best we have yet seen is the one made by F. C. Ames, 335 Broadway, New York. It is double-acting, very powerful and easy working. With it a tire can be inflated in a jiffy and without wasting any breath calling the tire bad names. The price, \$1.25, is not unreasonable and Mr. Ames should have a great demand for his handy little article. He will exhibit at Stand 16 at Philadelphia.

John L. Atwater, C. W. Ferguson, and Ellmore C. Patterson have incorporated the Atwater Cycle Co., of Chicago, with a capital stock of \$100,000. Mr. Atwater has been the head of the American Cycle Co., which bought the Worth factory. The American Cycle Co. have been working hard on this year's models, so that this new company was formed, no doubt, simply to change the name. Mr. Atwater could not be found, so we were unable to procure information as to details.



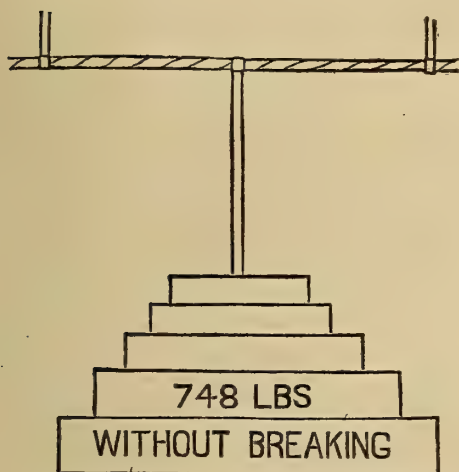
# Don't Buy a Premier

UNLESS YOU WANT THE BEST.

*Note the Comparison made below and you will see why LIGHT HELICAL PREMIERS are the Strongest Bicycles in the World.*

## AN ACTUAL TEST:

HELICAL TUBING.



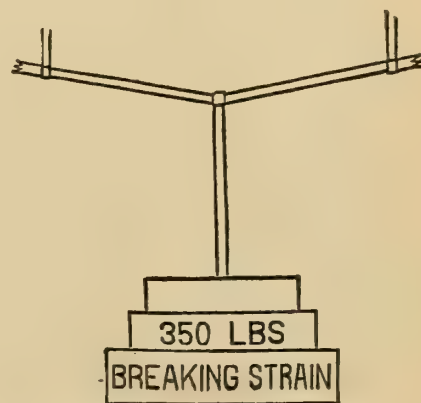
**Premier Cycle Co.**

34-36-38 WATTS STREET,  
NEW YORK.

Send Stamp for New 1894 Catalogue.

MENTION THE BEARINGS

ORDINARY TUBING.



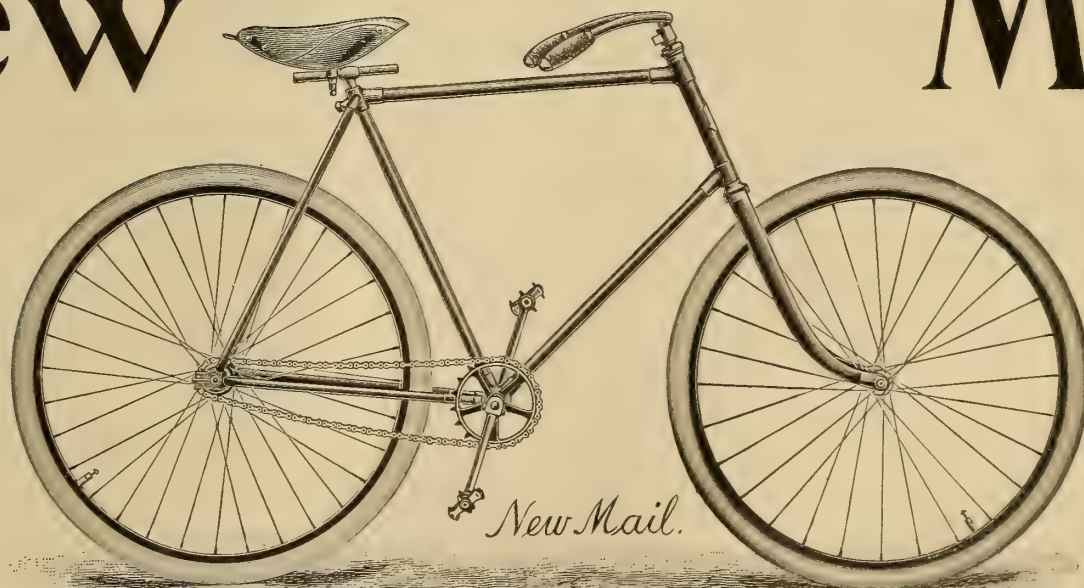
Handsome and Finest Strictly High Grade ever put in the Market.

# New 1894 Model High Frame Mail

30 lbs.

and

26 lbs.



\$115.00

and

\$125.00

Larger demand in 1893 than ever before, which bespeaks its worth and popularity. AGENCIES NOW BEING ARRANGED.  
Also best line cheap wheels in the market from \$35.00 to \$75.00.

...Manufacturers... **WM. READ & SONS,**

CHICAGO BRANCH—608 Masonic Temple,  
A. W. MOORE, Manager.

MENTION THE BEARINGS.

107 Washington Street, BOSTON, MASS.



## TEXAS TRADE OUTLOOK.

**A Well-Informed Inhabitant of the Lone Star State Says that it Has Never Been Brighter—Dealers Selecting '94 Lines.**

Perhaps there was never a time since the sale of bicycles has been carried on in the south in anything like an extensive way that the trade outlook has been brighter. That is, speaking entirely from the outlook as the dealers see it. Matters are exceptionally quiet in the retail line, although the dealers are all closing arrangements for their '94 lines. The tendency to stick to the old line of wheels, especially those embraced in the "big three," was never stronger, and dealers who were once anxious to close an agency contract with every new wheel offered, are confining themselves almost entirely to one, or possibly two, agencies of the old lines. Not that the new makes of wheels have not given satisfaction (although some have certainly not), but rather that the demands of the trade seem to compel them to take such steps. The '94 prices give universal satisfaction, especially those that have a \$125 list throughout. A little dissatisfaction is expressed at the tendency of some makers to charge more for their racers. Dealers seem to think that even if it does cost a trifle more to build a racer, the price should be the same; but the majority of dealers believe that a road wheel costs just as much to build as a racing wheel.

Few if any of the firms are exhibiting any '94 patterns as yet, but a great many have orders in, and are daily expecting their arrival. Judging from the number of racing wheels that have already been ordered, racing in the south will assume a much greater importance than heretofore.

The presence of the record breakers Bliss and Dirnberger, at Birmingham, has, no doubt added greatly to the interest in racing throughout the south, and the popularity of the machine these famous record breakers rode is now something wonderful; and if Dame Rumor has it right, there will be Rambler teams all over the south this season. New life seems to have been instilled into the southern wheelmen, and even New Orleans and Galveston, two points where it has always seemed almost impossible for cycling to get any foothold whatever, have aroused themselves from their lethargic state, and especially in the former point is an immensely renewed interest in cycling being shown.

The present outlook is certainly very pleasing, and when the '94 lines are shown, dealers are confidently expecting good business, and the great interest manifested by the riding public seems to fully back them up in this expectation.

### Dallas.

With the advent of the season of '94 there have been several changes in the cycling trade of Dallas. New firms have been started and one or two old ones have decided that the bicycle business is not exactly profitable. The firms that will doubtless cut the widest swath are the Dallas Cycle Co. and Treiller & McKee. The former is a consolidation of Covey Bros. and the Dallas Cycle Co. as it existed in '93, John B. McCraw resigning the management to E. R. Covey. The latter is a young man of exceptional business ability, and if there is any trade to be had, the Dallas Cycle Co. will be likely to get their full share. They will probably divide honors between the Rambler and Columbia, although they will also handle a few medium-grade wheels. Orders for the '94 Ramblers are in and the samples are expected daily. Treiller & McKee are an entirely new firm, with new wheels, new repair shop, and everything as bright and new as a new silver dollar. No contracts have been placed as yet, although at the present writing "Pop" Field is talking Sterlings very earnestly, and the prospects are that the Sterling wheel will cut a prominent figure in the Dallas trade the coming season. The old firm of Ott & Treiller will continue to push the Victor, and if the past season is any criterion as to what may be expected in '94, Victors will be well represented.

### Fort Worth.

R. K. Harris, who has for some time conducted a first-class repair shop, will at once put in a full line of wheels and sundries, and will have the only exclusive cycle store in the city. Mr. Harris will handle only Ramblers, and has ordered a full line of this popular make of wheels. The F. H. Collins Co., which firm have always been one of the most important factors in the Texas bicycle trade, will doubtless retain the state on Unions for the coming season, and will continue to push that popular line.

### Waco.

Parker's cycle store in Waco has long been known as one of the best-equipped cycle stores in the south, and the popularity of W. A. Parker,

familiarly known among his host of friends as "Buck," has aided him in building up as pretty a trade in the cycle line as one might reasonably expect. Mr. Parker has had a monopoly of the business up to the present time, but he has always been as considerate with his customers as if the competition were close. However, Waco is large enough to support two cycle stores; at least such is the opinion of A. O. Woodworth, who has lately removed his repair shop to one of the best locations on Austin street, the main business street of the city, and has fitted up an ideal cycle store, in which will be soon installed a full line of Ramblers, with Mrs. Woodworth to look after the sale department while her husband will continue his vocation of passenger engineer. The trade outlook in Waco is very bright and with two such cycle stores as Parker's and Woodworth's the Waco trade may be assured of having the best the market affords.

### Austin.

The capital city of Texas has never been known as a point where any great amount of interest in cycling has been shown. Why it is, it would be hard to say. The city is certainly naturally fitted for a first-class cycle town. The city streets are above the average, and the country roads all over the country and the neighboring counties are excellent, and among the best in the state. To this time cycling seems to have failed in getting much of a foothold, but with the season of '94 a great change is expected, and the renewed interest being shown seems to bear out the expectation of a decided increase in the wheel trade. J. C. Petmecky, the sporting goods dealer, who has always been quite a prominent figure in the local cycle trade, has been unfortunate enough to be temporarily forced into an assignee's hands, but it is expected that he will pull through in good shape.

Geo. C. Beninger & Bro., who handle the Rambler in addition to an extensive hardware business, are making preparations to push that popular line of wheels during the season of '94, and have already ordered a full sample line of the new models. The firm are well situated for doing a good trade, and with the existing popularity of the Rambler wheels should be able to make an excellent showing.

### San Antonio.

The San Antonio cycle trade for '94 promises to be highly interesting. Messrs. France & Theile are making every preparation to go into the bicycle business extensively, in addition to their already well established sporting goods business. They have handled bicycles for several years as a side line, but from now on they expect to make that part of their business a special feature. They have already ordered an entire new line of '94 wheels and will be in a position to take care of the business

from the start. Their line will include Ramblers, Columbias, and Western Wheel Works wheels.

W. E. Roach is also making increased arrangements for handling '94 business, and expects to do even better than last year. He has certainly every reason to be proud of his past success, and it is in some measure due to the efforts of this popular gentleman that cycling has reached so firm a basis in the Alamo city. Mr. Roach believes in giving his customers a large line to select from, and his list of agencies embraces Clevelands, Unions, Sterlings, Imperials, Monarchs, Fowlers, etc., of all of which he carries a nice stock. Mr. Roach is the president of the Alamo Wheel Club, one of the oldest organizations of the kind in the state.

### "LONE STAR."

### New Howes for '94.

The agency for the New Howe machines for the United States has been placed in the hands of Amos Shirley, of 978 Eighth avenue, New York. This hustling dealer—he is an Englishman but has thoroughly learned what hustling means—will give his personal attention to the business. He will shortly go on the road and those who are looking for a really good imported machine would do well to ask him to make a call on his trip. He will carry a large stock of wheels and will be able to supply all parts with the utmost promptitude. The New Howe Co., realizing the importance of the American business, have given him every facility in their power for the furtherance of the business.

F. W. Colson is in Boston in the interests of Roger B. McMullen & Co., of Chicago, and will be at the Philadelphia show for the same firm, after which he will again enter the employ of the Monarch Cycle Co., of Chicago.

The Stearns Co. closed with Frank T. Miles, of Cincinnati, for a large share of the Ohio state territory.

**DONT LOSE A MOMENT !**  
**BICYCLE DEALERS**  
WILL FIND THE AGENCY FOR  
**"SECURITY" BICYCLES**  
A REGULAR GOLD MINE -  
OUR MAGNIFICENT LINE OF NEW  
HIGH GRADE BICYCLES - SEVEN MODELS -  
AND NEW STYLE PRICES WILL CATCH  
YOU SURE. SEND IN YOUR NAME FOR  
A CONVINCING PROOF.  
IT WILL MAKE MONEY FOR US BOTH.

**SIEGEL & WALPOLE MFG. CO.**  
275 WABASH AVE - CHICAGO -  
BICYCLE SUNDRIES - RECORD BREAKING PRICES.

Mention The Bearings



### THE EVILS OF PRICE CUTTING.

There is no one thing that has created more disturbance in the bicycle business than price cutting, and makers who value their reputation most justly regard it as the "unpardonable sin" in their agents. Even those who most indulge in the practice, fail to defend it except on the grounds that actions of their competitors force them to it. On all but the cheapest wheels price cutting is practised sub rosa, and all manner of subterfuges are resorted to in order to retain the reputation of adhering to list price.

It must have been with considerable astonishment, then, that the readers of *The Wheel* recently read an editorial presenting the views of some persons in the trade who advocated the abolition of agreements to stick to list prices, and agreeing partially with these views. The boldness of the proposition advanced, that retailers should be allowed to sell for what they pleased, is almost enough to take away one's breath. That there is no prospect whatever of its being adopted by reputable makers is certain, but the mere fact of its being suggested is startling.

The article states, "There is no denying that but comparatively few agents have maintained prices during the year just closing." The writer of this must have had a much more intimate acquaintance with firms who handle bicycles as a side line than with the exclusively bicycle dealers, and the assertion is true only so far as they are concerned.

The fact is that there are two classes of firms selling bicycles, one being hardware dealers, sporting goods dealers, and others, most of whom have been selling bicycles but a short time, having had their attention attracted to the business by the enormous profits supposed to be in it. The other class is composed of men who handle bicycles exclusively, and who know the bicycle (and many of them the business) from A to Izzard.

Many of the former class handle wheels just as they do any other article of merchandise, and appear to be quite unconscious of the fact that there are *cycles* and *cycles*. They buy a lot of wheels, cut the price on them as a rule, and will sell them below cost rather than be "stuck" with them. When they sell, as when they buy, the question is

#### Not how Good the Wheel Is, but how Cheap.

Their customers are almost invariably new riders, who know even less about wheels than the sellers, but who are possessed by the one idea that the market price of wheels is too high; if they can knock a few dollars off the price they are perfectly satisfied until their wheel drops to pieces or almost kills them by the persistency with which it refuses to run easy.

When these houses are jobbers, which is usually the case, their influence is still more pernicious. I have in mind two instances bearing on this subject: In one, a large hardware house, in one of the big eastern cities, closed a contract with a number of small dealers to handle a certain high-

grade wheel. Very early in the season, however, finding that the wheels were not going off as fast as desirable, they made a cut of 20 per cent. on this wheel, as well as other goods, and advertised it extensively and openly. The smaller dealers being obliged to meet the cut, and thereby wipe out much the greater part of their profit, were in a dilemma, but the wise ones instantly canceled the whole contract and refused to touch the wheel.

The second case was that of a large western hardware house which contracted to sell the entire output of a line of medium-grade and children's wheels. A representative of the house approached a small dealer and wanted to sell him some of the wheels, saying that he was prepared to quote better figures than the dealer was getting from certain well-established firms, and adding, as an additional incentive, that it was necessary to hold to list price. The dealer was wary, however, and told how he had purchased that line of wheels several years before, and had had the ground cut from under his feet by the jobber who had sold them to him, he having cut the price and obliged the dealer to sell for less than cost. He refused to have anything to do with the line, saying that the fact of there being no obligation to sell at list price was a sufficient reason in itself for his refusing to touch them.

The exclusive bicycle dealer pursues quite a different policy. While he is human enough to want to make the largest possible profit off his goods, yet experience has taught him that

#### A Large Discount Means a Cut Price.

and he much prefers to make a moderate profit off a wheel which he knows will be sold at list price, to doubling his money—on paper—on a wheel that may be cut below his limit even. He knows, too, that both maker and dealer are interested in having the wheel listed at a fair price and kept there. As the maker who values his reputation will carry wheels over in preference to cutting the price on them, so the dealer who fulfills his part of the contract will lose sales rather than cut prices on high-grade wheels.

The evils of price cutting were very apparent during 1893, and after the Warwick collapse the temptation was great to meet it, at least in part. Many of the weaker ones did give way and try to get under cover (in which latter they succeeded rather poorly), but it is well known that the best wheels were held rigidly to list price. It is true that sales suffered in consequence, but there is consolation in the reflection that they who did not cut do not have to climb the ladder of success, as do their rivals who are about to learn how much easier it is to reduce the price than to raise it again.

Every year sees more outside houses—and big ones—take hold of bicycles, and it is best to recognize the fact and turn it to our advantage. They can do great harm, or they can benefit the business greatly, and it must be said that at the beginning they do the former. Every year of experience, however, teaches them that quality is of the first importance, and that it is to their ultimate advantage to do a legitimate business and to leave cutting and slashing to such houses as have become notorious for it.

S. W. MERRIHEW.

# TRIBUNE CYCLES FOR 1894.



SEND FOR CATALOGUE.

THE BLACK MANUFACTURING CO. - ERIE, PA.

Mention The Bearings



## LATE CATALOGUES.

In a beautifully embossed gold and blue cover, the '94 catalogue of the Overman Wheel Co. comes to hand. It is the finest ever issued by the Overman people, and must have cost a mint of money. The Victor line was fully described in previous issues, but we notice one new thing in the saddle line. That is the Victoria tilting saddle, which will recommend itself to lady riders, who will appreciate at once the benefit it affords. By its use the art of mounting and adjusting the dress is made both easy and graceful. The vertical position of the saddle, as shown for mounting, leaves nothing to catch into and disarrange the dress, and at the same time gives the rider more room between the saddle and the handle-bar.



Mounting Position.



Riding Position.

When the saddle yields to backward pressure and takes the riding or horizontal position, the skirts drape themselves evenly and gracefully upon either side without any special effort on the part of the rider. The riding position is steady and undisturbed under severe jolting upon the severest roads, as the weight is well behind the hinged joint. In dismounting, however, the saddle by tilting forward tends to aid the rider in getting clear of the machine. The hinge has a friction joint which holds the saddle in any position in which it is placed, but which yields easily to accommodate it to any change. A rubber buffer is provided to prevent any sound of impact of metal upon metal.

A handsome black cover with bronze lettering hides the good things to be found in the advance catalogue of the Marble Cycle Mfg. Co., of Plymouth, Ind., makers of the Smalley. The Smalley road racer, with wood rims, weighs twenty-five pounds, and lists at \$125. The same price is asked for the thirty-four-pound, all on, light roadster. The Buck, the machine with the queer handle-bars, will weigh from twenty to twenty-four pounds, and will bring \$150. The ladies' wheel weighs thirty pounds with steel rims and twenty-six with wood rims. List price, \$125. M. & W. tires are used on all these wheels.

A good deal of useful information concerning pneumatic tires is con-

tained in the catalogue issued by the American Dunlop Tire Co. It tells how a tire is made in the following language: "As rubber plays such an important part in the pneumatic tire, it would be, no doubt, of interest to the rider to hear something of the method of manufacture. Rubber is found in various parts of the world, but the best qualities on the banks of the Amazon. This rubber is known as Para, and is the most suitable for the manufacture of such a delicate article as the pneumatic tire. The crude rubber is received by the manufacturer in the shape of large biscuits. The first operation, a very important one, is the washing of the raw material. It is passed several times between heavy chilled iron rollers which tear it open while water streams upon it to carry away the grit, bits of bark of the trees, and other foreign substances with which the raw rubber is impregnated. After being washed it is hung up in a hot room for months to remove all moisture. When thoroughly dry the rubber goes to powerful mixing machines to receive the sulphur necessary for vulcanization under heat. The material having been mixed is then rolled out by a calender into sheets of the necessary thickness for molding into covers and tubes. Contrary to the general impression, rubber is not melted and run into the shape required, but is forced into the molds under hydraulic or screw pressure. It remains in the molds till thoroughly vulcanized. This operation is a very delicate one, as too little or too much time in the heat will ruin the tire. When vulcanized, the covers and tubes have to be carefully inspected for any defects before they are sent away." Besides this the pamphlet tells the number of important races and records won on Dunlops the past year.

Half tone illustrations are used to show the fine points of the wheels made by the Gendron Iron Wheel Co., of Toledo. The Toledo cadets, the leading military cycling organization of the country, use Gendron wheels, and in the catalogue is found a testimonial from the captain of the company who says that the machines have stood hard knocks grandly. The Buckeye tire is used by this firm. The air tube is endless, and is completely encircled by the outer cover, thus making it almost impossible for the inner tube to burst or spring a leak because it is evenly pressing against a smooth circular wall. There is also a bridge strip across the seam at the base of the outer cover. The outer cover is split at its base and laced all around, but in eight sections, so that when punctured only one section need be unlaced. The lacing holes through the base and the side grooves enditching the cord are vulcanized in the mold.

The Spaulding Machine Screw Co., of Buffalo, according to their catalogue just issued, have a full line of steel balls, pedals, bearing cases, wrenches, clips, tees, coasters, lamp brackets, and other cycle fittings. Their combination wrench and screwdriver will fill a long felt want. They also carry a full line of P. & M. saddles.

# "The Best in the World."

They are too well known to need any further introduction.

## Three Medals Awarded THE SIMONDS ROLLING-MACHINE CO.

for the Superior Quality of their Goods.

1st—Elliot Cresson Gold Medal, Franklin Institute, Philadelphia, Pa., 1888.

2d—Gold Medal at World's Exposition, Paris, 1889.

3d—Highest Award World's Columbian Exposition, 1893.

Manufacturers will find it to their INTEREST to get our PRICES on our  
BALLS and ROLLED-FORGED SPECIALTIES.

# Simonds Rolling-Machine Co.

Fitchburg,  
Mass.



# 1894... EAGLE WHEELS ...1894

**ALUMINUM RIMS MAKE LIGHT-RUNNING WHEELS.**

The only perfect light-weight rim  
that has stood a season's test.

BOOK OF TESTIMONIALS ON APPLICATION.

**Eagle Altair**

No. 7

Steel Rims

**\$115.00**



**Eagle Altair**

No. 7 1/2

Aluminum Rims

**\$125.00**

**HIGHEST GRADE EAGLE, \$115.00.**

## DESCRIPTION OF LINE.

No. 7.

Weight under 30 lbs. Steel Rims. Tangent Spokes. High Frame. Large Tubing. Tool Steel Bearings.  
Price \$115.00

No. 7 1/2.

Weight 27 lbs. Aluminum Rims. Light Wheels.  
Price \$125.00

No. 8 (Ladies').

Weight, 31 lbs. Aluminum Rims. Decorated in Gold. Price \$135.00  
Steel Rims—Price \$125.00

## DESCRIPTION OF LINE.

EAGLE COLD-SWAGED FRAMES.

No. 6—Roadster.

Weight 26 lbs. Aluminum Rims. Tangent Spokes. High Frames, Eagle Cold Swaged. Reinforced Taper Joints. Decorated in Gold.  
Price \$135.00

No. 9—Semi-Racer.

Weight 22 lbs. As above—Lighter Weight. Palmer Tires. Price \$150.00

# THE EAGLE BICYCLE MFG. CO.

TORRINGTON, CONN.



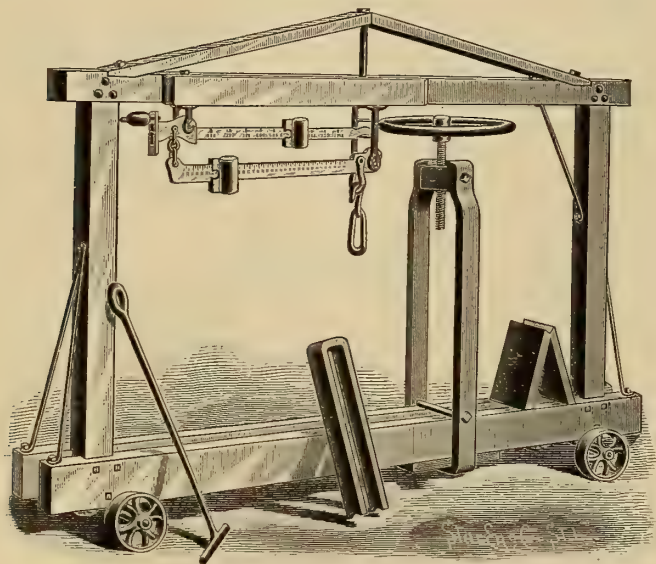
### Helical Tubing Officially Tested.

The Premier Cycle Co. has furnished us with some interesting figures from an official test of their patent Helical tubing and best solid-drawn weldless. The experts report as follows: Pulling stress: helical (weight per foot .365 pounds) 12,278 pounds; weldless (weight per foot .371 pounds) 8,403 pounds; helical (weight per foot .371 pounds) 13,005 pounds. Bending stress: helical (weight .359), 815 pounds; weldless (weight .448) 552 pounds. The most noteworthy comparisons in the above tests are the helical and weldless of exactly the same weight, .371 pounds per foot, the resistance of the former reaching 13,005 pounds, exceeding the weldless by no less than 4,602 pounds or more than sixty per cent. With these results it is not remarkable that the company has built and sold hundreds of helical frames weighing three and one-half pounds complete, that are standing the most severe road and track use successfully.

The process of manufacture of helical tubing is both novel and ingenious. Sheet steel of a quality from which watch springs can be made, and of a thickness varying from 24 to 30 gauge, is cut into long strips three or four inches wide. These strips, by means of an automatic "traveler," are coiled spirally around a cylindrical mandrel with the edges of the strip overlapping. The ends are then clamped to prevent unwinding, the mandrel withdrawn and the laps brazed with a special low-fusing spelter, by introducing the tubes in muffles, the temperature being carefully kept below any possibility of untempering, or in scientific parlance "decarbonizing" the steel. The result is a mechanical tube tougher, stiffer, and more elastic than any drawn tube, reinforced by a spiral lap and ready to be cut up and handled like any other.

### How the "Lu-mi-num" is Tested.

The St. Louis Refrigerator & Wooden Gutter Co. are using a testing machine that is guaranteed to detect any and every flaw in the Lu-mi-num. With this apparatus they test every lot of material they receive before they accept it. They also test the frame and similar parts of every bicycle they turn out. Thus the liability of imperfections or flaws is wholly avoided, for if such flaws exist, the test is sure to break the parts. J. B. Johnson, professor of civil engineering, and director of the testing laboratory at Wash-



ington University, St. Louis, has examined the contrivance and certifies that it has ample capacity to test a frame up to 6,000 pounds, with additional overweights. He recently made a test of the Lu-mi-num frame and applied various loads up to the present maximum capacity of the machine, namely, 3,620 pounds. The frame carried the load at the seat-post socket for fifteen minutes before breaking. It had previously carried a load of 2,800 pounds for three hours, and had taken a permanent deflection of less than one-eighth of an inch.

### Chapman Hardware Co. Perfectly Sound.

EDITOR THE BEARINGS: Will you kindly help us to set right the reports that have been circulated which reflect seriously on our financial condition, by publishing the facts in the case. Owing to a confusion of names the rumor has gone out that we have mortgaged our stock, and also that we have assigned or made application for the appointment of a receiver, but there is no foundation for any such reports.

The Chapin Cutlery Co., of our city, applied for a receiver, and in publishing the notice the papers printed it "Chapin Hardware Co.," and many thought it was intended for our company, never having heard of the existence of the other.

As shown by our inventory we have over \$10,000 in good assets above our liabilities, and there is not an incumbrance of even one cent on our stock, and although we have nothing to fear from such reports reaching our creditors, still we do not like to have our outside friends believe we are embarrassed.

Very truly yours,

THE CHAPMAN HARDWARE CO.

F. H. Chapman, Treasurer.

TOLEDO, O., Jan. 22.

### Dirnberger to Travel for G. & J.

M. F. Dirnberger will go on the road for the Gormully & Jeffery Mfg. Co. immediately after the Philadelphia show. Dirnberger will be the youngest traveling man in the United States and should meet with splendid success. He is a genial fellow and upright in his every action. His true worth is shown in the manner in which he has won success on the racing path the past season.

### Temple's Stock Damaged by Fire.

A fire Friday night, Jan. 12, at 156 Twenty-second street, Chicago, completely obliterated the stock and fixtures at that address, and burned into Ralph Temple's cycle establishment next door, and seriously damaged his stock of bicycles and parts. Temple, who was in New York attending the show, coolly stuck the telegram in his pocket and finished a sale he had on hand, and then made the wires hot with his instructions. He did not leave New York until Tuesday evening, when he closed a contract for 200 wheels with a prominent firm there, and hastened home to adjust the insurance.

### This Year's "Monarch."

The Monarch Cycle Co. are turning out a fine wheel this year. Their wheels range in price from \$90 to \$125, and in weight from twenty-five to



thirty-four pounds. They are made in four styles, and are strictly up to date. The accompanying cut shows the '94 pattern.

### Goddings' New Tire.

E. A. Godding, of the Providence Tire Co., has a new tire which he will shortly bring on the market. This will be called the Providence Detachable Tire. It is an ingenious contrivance, and the easiest tire in the market on which to display the inner tube when deflated. In the first place there is an envelope—which is cemented to the rim—which is brought up and over the top where it laps the top flap, having a bead which fits into a groove in the outer cover. This outer cover is an elastic rubber band which is stretched over the inner envelope when the tire is soft, and is clinched very tightly to the outer side of the tire when blown up. The tire will fit any crescent rim. The idea is said to have been carried out in an English tire.

### The "Bantam."

The only front-driver shown at the New York show was exhibited by the MacIntosh-Huntington Co., of Cleveland. The machine on exhibition



was the Crypto Bantam. This wheel created quite a sensation in England, and will no doubt be in great demand.

W. H. Wilhelm, of the firm of W. H. Wilhelm & Co., was at the show but had no exhibit. Mr. Wilhelm had a very successful season in '93, and will greatly increase his output, making nearly 5,000 wheels this season, if all goes well. The company made 3,500 wheels last season, the line including the Reading Flier and others as good.



# Don't Gamble or Play Combinations



The old policy game played by the colored gentlemen,

**7-11-**

has been changed by the trust to

**-9-**

which means—9 Royalties. Three every year you buy or replace one of their tires, providing your wheel lasts three years.

When you buy a wheel with Eastern Rubber Mfg. Co.'s Cyclone mechanically-fastened clincher tires, you pay or play no royalties or combination of royalties, and can always rest assured of the best tires at low prices.

.....

## Don't Encourage Monopolies.

By the way, have you noticed that the tire trust promoters have been stayed in their mad career? Who did it? Who has exposed their ridiculous methods to the vast array of riders? Read our previous ads.

.....

## Cemented Tires.

Well, New Jersey rules the earth, including Hawaii.

Queen Lil has caused our present administrators much trouble and created consternation all over the world by her bloodythirsty desire to behead all who have thought differently from her. But right seems to prevail, and men anti-canibalistic still control.

Just so with certain pneumatic tire manufacturers dethroned by us and our array of salesmen, who have landed in their domain from the war ship New Jersey, primed and loaded with Climax and Rex Pneumatics. Those manufacturers will never be restored to their thrones. The vast body of riders will not permit of adulterated goods ever ruling again.

Specify Eastern Rubber Mfg. Co.'s Climax, Rex, and Cyclone tires on your wheels, and send postal for information, catalogue, and prices.

ADDRESS \_\_\_\_\_



# EASTERN RUBBER MFG. CO

TRENTON, N. J.

DISTRIBUTING BRANCHES: Factory and Head Offices, Trenton, N. J. EASTERN RUBBER MFG. Co., 38 Park Row, and 9 and 11 W. Broadway, cor. Reade street, NEW YORK; CHICAGO, 207 Lake street; BUFFALO, Frank J. Eppele; PHILADELPHIA, H. C. La Cato; WASHINGTON, D. C., Goodyear Rubber Co.; ST. LOUIS, Day Rubber Co.; PITTSBURG, Hayward & Co., 86 Water street.

MENTION THE BEARINGS



**HERE AND THERE.**

Charles Overman will have charge of the Victor agency at Chicago, W. C. Overman at New York, and C. C. Morgan at Boston.

E. C. Stearns & Co. have their agency in New York City with the Bidwell-Tinkham Cycle Co., 306-310 West Fifty-ninth street.

The New Departure Bell Co. will be found at Space 56, Philadelphia. At the New York show their exhibit attracted considerable attention.

A. H. Parker, manager of the League Cycle Co., who has been ill for some time, is once more on his feet and hustling in the interest of the company's chainless wheel.

A. J. Nicolet has "caught on" with the Eastern Rubber Mfg. Co., and is now on the road showing the western trade a full line of tires. Chicago will be "Nic's" headquarters.

J. F. Ives, manager of the tire department of the Mechanical Rubber Co., has just secured a large order from the Gormully & Jeffery Mfg. Co. to make tires and inner tubes for the Rambler people.

A. J. Cahill, at one time advertising man on THE BEARINGS, has resigned his position with the Buffalo Wheel Co., to become manager of the eastern office of *The Referee*, at 21 Park Row, New York.

A. M. Scheffey & Co., the New York hustlers, whose Wynnewood machines have attained such popularity, have taken a warehouse at Montclair, N. J., from which point shipments will be made to near-by agents.

In our advertising columns will be found the advertisement of the Cycle Specialty Co., of Niles, Mich., who are making a chain lubricator that is said to be of a superior sort. It does not collect dirt or gum, and sells for 25 cents a box.

C. F. Smith, president of the Indiana Bicycle Co.; Mr. Randall, of the Randall Cycle Co., Fort Wayne, Ind.; Maj. Ben Lovell, of the Lovell Arms Co., and George Keough, of the Pope company, were among THE BEARINGS visitors last week.

Although the name of A. M. Scheffey & Co., of 92 Reade street, New York, does not appear among the list of exhibitors at the Philadelphia show, yet just the same this enterprising firm will be found there at Space 17, with their full line of Wynnewood bicycles.

The Kingsland Wood Rim Co. have instructed their attorneys to sue all firms making one piece wood rims. McKee & Harrington have patents on this style of rim. The Marion Cycle Co., E. C. Stearns & Co., Michigan Wheel Co., and Stevens, of New Haven, are all said to be infringers.

The Gormully & Jeffery Mfg. Co. are preparing to make one of the finest exhibits at the Philadelphia show. The managers of all Rambler branches will be there, as well as all of the company's traveling men. Mr. Gormully says that the souvenirs to be given away will be something extra fine.

One of the surprises at the New York show was S. M. Schindel's riding over steel wire, needle pointed nails, on a bicycle fitted with the punctureless protection made by the Punctureless Tire Armor Co., of Hagerstown, Md. Those who go to the Philadelphia show should visit Space 99 and see this new armor.

When the Andrae Cycle Works, of Milwaukee, were damaged by fire recently, Mr. Andrae promptly moved one door south and opened his doors to the public. He expects to be back in his old place in a month. Mr. Andrae is now making the celebrated Sunbeam chain lubricant. It is made in his own chemical works, and is said to sell on sight.

The Connecticut Mfg. Co., of Hartford, Conn., are making preparations to do a large business this year with their "Correct Form" trouser-guard. It is made in three styles—blued, enameled, and covered with cloth. This guard is an excellent one, and keeps the trousers in good shape. This company also make a combination oil-can and holder, besides cycle sundries of all sorts.

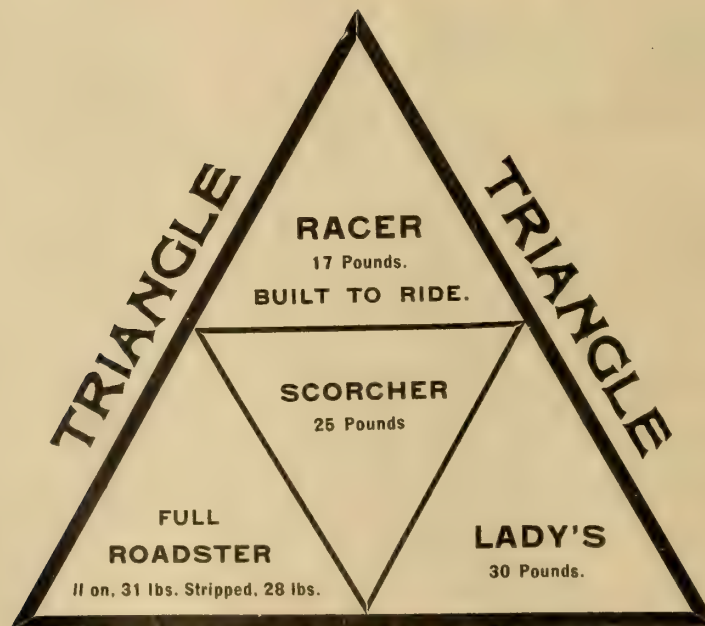
C. W. Cochran, of Wabash, Ind., has just brought out a new railroad bicycle that is said to be practicable. It is composed of two bicycles, held apart by a wooden cross-beam. Four small flanged wheels, one in front of the bicycle wheels, hold the contrivance on the track. The machine was recently given a thorough test, and the entire population of three villages came out to see the thing go by.

Something entirely new in the line of trouser-guards has just been brought out by R. T. Palmer, of 31 Otis place, Buffalo, N. Y. It is called the Sure Grip, and it has been rightly named, for it will hold anything to which it fastens. It is easily applied and will not injure the cloth. It resembles a necktie holder, being about twice as large. Mr. Palmer has a good thing and we advise wheelmen to give it a trial.

S. Toomey & Co., Canal Dover, Ohio, manufacturers of the celebrated Toomey sulkies, have placed their entire order for their season's supply of metal wheels with the Sterling Cycle Works. After experimenting for a year they have selected the Sterling and are satisfied to pay more for these wheels than they would have to pay for other makes. The corrugated hub, direct piano wire spokes, and special hollow rim are the features of Sterling wheels.

'94

'94



**TRIANGLE**

**THE PEERLESS MFG. CO.**

**CLEVELAND, OHIO.**























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